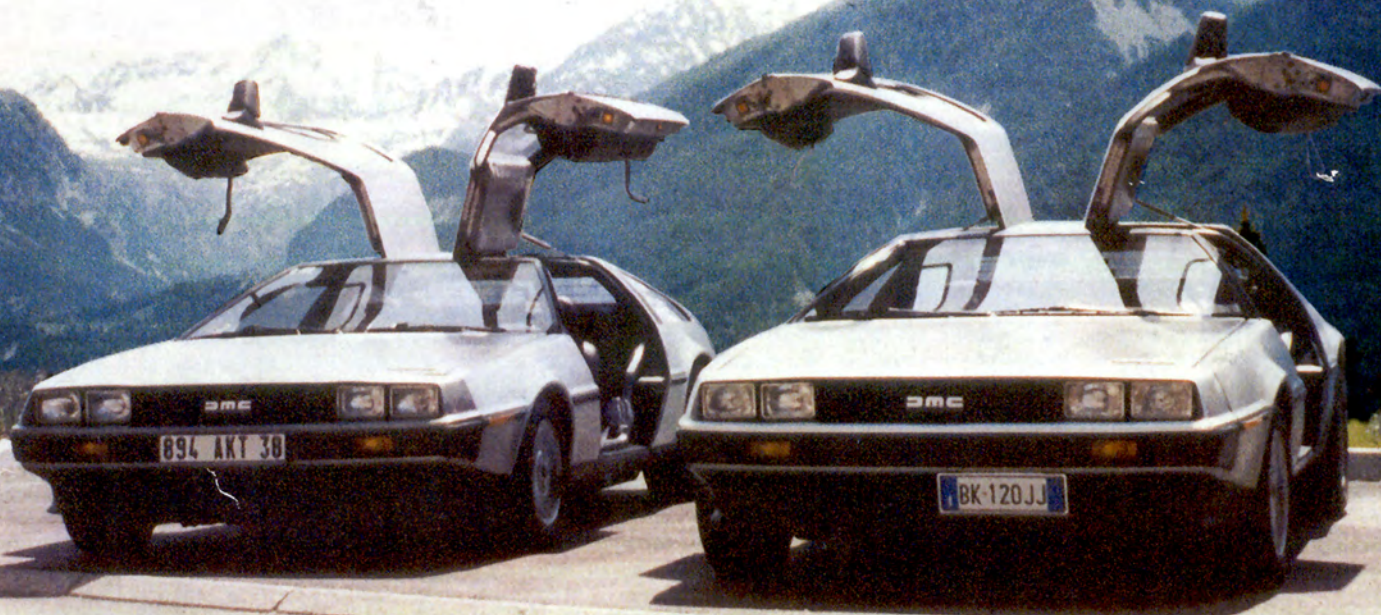


DCS

DE LOREAN CAR SHOW
MAGAZINE

DCS

WINTER 2004 | VOLUME ONE | NUMBER THREE



THE ROAD TO PIGEON FORGE 2004

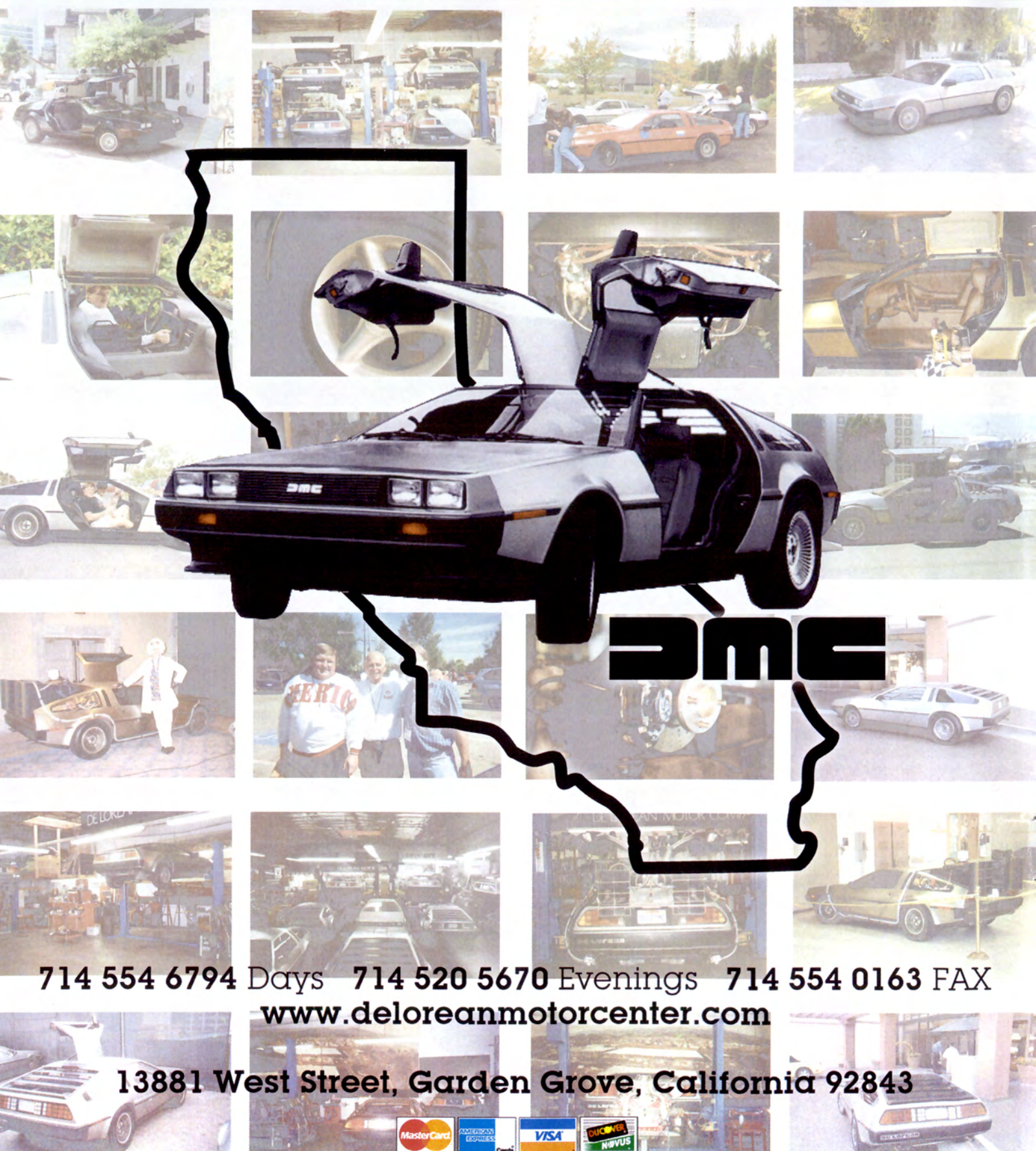
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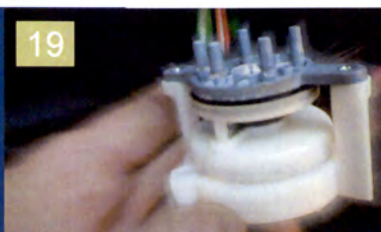
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2. Popups, not the kind that you see online, but like children's popup books.
3. Anaglyph 3D, with a pair of red/blue glasses included with the magazine.
4. Scratch and Sniff, to go along with articles like "this is what a concours interior smells like" and "your exhaust shouldn't smell like this".
5. And finally, anything that's glow-in-the-dark is automatically cooler than things that aren't.

For those of you who don't know me, I'm completely serious about this list. It's a little uncommon, but isn't that what we're all about?

- **Christian Williams**

Just received and devoured DeLorean Car Show magazine #2. Great job, Ken.

- **Dick Ryan**

I know it has been covered before, but I must say that I am very impressed by the new magazine! Ken, you did a great job on this! I received my two copies yesterday in the mail. I haven't been able to put them down since. Excellent articles!

After reading some of the readers articles it makes me feel better that I'm not the only DeLorean freak out there that is on constant lookout for D's on the road, or anything related to the car. You know you are a fanatic when you can spot a DeLorean 200 feet away in the dark just by its headlights.

Great magazine Ken! I can't wait for the third installment.

- **Erik Geerdink**

Fabuuu! Never been a conception like the De Lorean and your mag is a great tribute to it. Keep on rockin'!

- **Robert Altman**

Yeah, I have the same suggestions that I have for every publication:

1. Fold-ins, like on the back of Mad magazines.

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(Back to the) Feature Car

W I N T E R 2 0 0 4



Newlyweds, **Dominique** and **Virginie Flandin** of Grenoble, France. Dominique bought his DeLorean in 1995, and had it imported to France from St. Louis. He has since added a rear view camera, new exhaust and has a few other projects in development. Dominique also contributed or cover photograph which was taken in the Swiss Alps.

My DeLorean

Part III

By Curtis & Olga Bryant

Continued from our last issue...

In the late 1990's I was still making changes to my DeLorean. I was getting lots of compliments about the exterior, and I had a vision about what it would look like if I changed the interior. "Well," I thought at the time, "here we go again!"

My first step was having a desire for something in the DeLorean that would let me know when I had problems with anything mechanical. This was very important to me, so I placed an overhead panel, in the center "T" section of the roof, that would tell me of any potential trouble while I was driving. The challenge was composing the wires to perform their respective duties and connecting them all. In addition to the overhead panel, I also ran wiring for a front panel as well. This is where I put the 4" TV which is connected to a VCR, behind the driver's seat.

My wife and I looked around for a set of slim seats but decided, in the end, that we didn't want to change the original look too much, we just wanted it to be more luxurious and sporty, so we chose to recover the existing seats. My wife and I had to pick a color that would go well with the exterior, so she chose a red crushed velvet. It ended up working beautifully with the candy apple red exterior!

She started her magic, cutting the patterns, etc... The whole project took about 3 months, because she kept adding more to her plans than just the seats. There came a time when we

both said to ourselves, "Do we really want to do this?"

We concluded that it had to be done, if only for the competition that I would have to face! People would tell me a DeLorean could not compete in custom car shows with the "BEST". I decided I would be the one to change that ill conceived notion. My goal was to win at these custom car shows and have my baby acknowledged as a great vehicle...and not just in the foreign category they would place me in, either!



Note the control panel in the roof, and all the new dash gauges.

I've had many cars in my life, but I wouldn't have accomplished this with anything else. To me, my DeLorean is a beautiful car even without my changes. I put the exterior and the interior together myself, and not once have I had anyone say any bad things about it, after seeing it in person. A friend of mine recently suggested that I put in a WHITE interior...but I think I like it the way it is! Now, when I attend car shows...even DeLorean Car Shows, all I hear is, "WOW, who did all this to a DeLorean?"

All I know is that we are very proud of our creation, and it is now 2003 and we've competed in many car shows with many successful outcomes, and still going strong. The only advice I can offer others pursuing customization projects is to say, "hold your head up high and be yourself, for there is always another day, and another idea!" ■■■

vision

By **Ken Koncelik**, Editor in Chief

A Look Ahead to Pigeon Forge

The DeLorean Car Show Pigeon Forge will be the next generation in car shows for our community. This year we will do the show indoors. While it is not the first time cars have been shown indoors it is the first time that between 75 and 100 cars have all been under one roof for an event of this size. It is anticipated that this show will be significantly larger than Memphis in part to the tremendous time we all had at that show.

While its still a bit early to go into all of the Details we can give you the latest updates. The daily events are posted as we know them now on the web page Deloreancarshow.com. The show will host a number of special events/seminars and also allow you time to see the sights of Pigeon Forge.

We encourage you to make early reservations. It is much easier for you to cancel if you cannot come rather than to try to register last minute.

The Hotel is at the last traffic light in Pigeon Forge so most of you will drive by all of the attractions on your way there. Call 1-800-251-9752 or 1-800-251-4444. There are plenty of rooms at this point.

Pigeon Forge is located at exit 407 off interstate 40 east of Knoxville. As you get off the exit on route 411 you will be heading south. This is a short drive mileage wise but if you are arriving on Friday this part will take you about an hour or

more due to traffic. If you arrive early, or on Thursday, it will take about 35 minutes.

Once you arrive at Smoky Shadows Hotel just relax and enjoy the sights of Pigeon Forge. Registration will begin at around 4PM and there is more than enough time to get it done

before dinner. This time you will have to make up to three stops in the registration. First to get your packet, second to get your T-shirt, and a third table for miscellaneous sales and information if you need it.

Dinner will be informal and you can eat anywhere on the premises. There are tables in the conference center or you can eat by the pool or by your cars. This is your evening to meet everyone. We also

recommend you see the Comedy Barn for the 8:15 show on Thursday. We will be done with dinner by then and will have a few tech seminars to round out the evening.

Friday is the driving tour. For those of you on the Memphis or Cleveland tour you know what to expect. This one will be a bit different in that the narration will be kept to a minimum so you can enjoy the scenery and concentrate on the windy roads. Your final Destination will be the Dragon run and Deals Gap. The owner of Deals Gap is waiting for us to arrive and he will make sure you are well taken care of when you get there. This is a windy narrow road that will test you and your DeLorean. (Drive sensibly and make sure your DeLorean is



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KAYO ONG
JULIE SWINGLE

properly equipped and running well).

Friday night will be loaded with entertainment, from Joe Charter and his song, *DeLorean*, to our own Cici Geerdink and her father singing for you. (They were great at Memphis)

We are still working on our guest list and are hopeful that John will be able to attend. So far he and Kathryn are looking forward to being there. Other tentative guests include Fred Dellis, the originator of the Legend Turbo. There will be at least one of these engines at the show. Marvin Katz who owned the parts warehouse in Columbus is also planning on attending the show. Curtis is also considering doing a seminar on his car and what he did to modify it. Along with that we will have the usual tech talks from Rob Grady, Bob Zilla, Randall Brown (The 3M guy), and a few more to be determined.

We are trying to get a cast member of the BTTF series to come to the show but this is too early for them to commit due to television and other obligations. Its no surprise that Tom Wilson (Biff) has been invited to the show and has tentatively said he would like to come but this is not finalized yet. We are trying and hopefully he can make it.

There also may be a surprise or two as well Y'All. (hint)

This year will be an audio/video extravaganza. For those of you that saw that videos at Memphis and enjoyed it, you will be amazed at what we are doing in Pigeon Forge. The stage is huge. We will hold the Raffles on Friday night. In one of the raffles we will be giving away a DeLorean. (A minimum of 150 tickets will need to be sold)

Saturday is the car show and if you register your car for judging you will be allowed inside the convention center. (Cars that leak may not enter the building) please use good judgment on this so we do no damage to the tiled floor. There is ample parking right in front of the building for the cars not inside.

Another first for the show is that we will Judge the cars prior to parking the cars. This will be done at the registration table and it will allow you to enjoy your time more.

Saturday night is the Awards night and another killer meal. This promises to be the best and biggest DeLorean Car Show ever. You don't want to miss this one.

There are some major changes in the way this show will be run and part of it is in the judging of the cars. We will be having a number of new categories and you will be entitled to win one award for the Basic car show registration. This is the general mileage or specialty category.

There will then be supplemental categories including best stereo, best shifter, best ground effects, best engine display etc. You can enter and are eligible to win as many categories as you wish. A small entry fee to cover awards will be added for each additional category. You will pay for these categories at the show so we may help you decide which to enter, therefore allowing us more time to create the categories as the cars are entered.

The preliminary cost of this show including Hotel is the lowest price of any of the shows so far. We have a great price for rooms with your choice to upgrade to a luxury suite with twin king beds and a Jacuzzi.

We look forward to seeing you at Pigeon Forge and hope you all enjoy. We made sure the asphalt was faded properly. ---

Kenneth J Koncelik

River City Autofest+

Evansville, Indiana

By Brian Henson

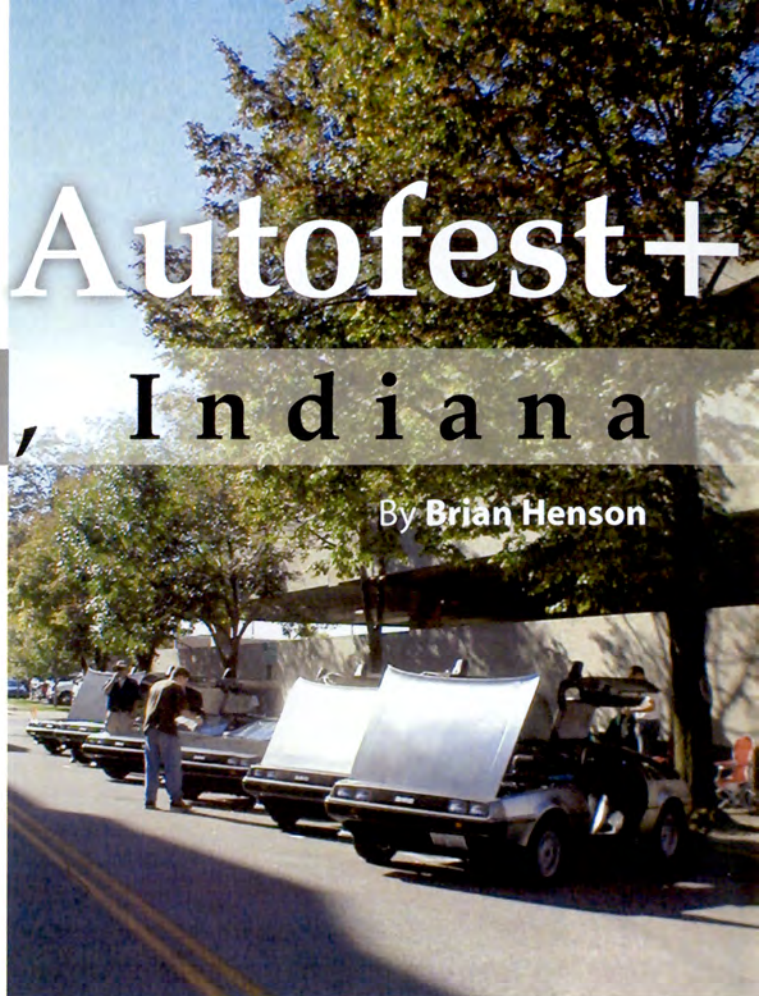
Taking a four day weekend to get away from the daily grind is always a lot of fun. It is even more fun when you travel in your DeLorean. The last weekend in September my dad and I took a little trip up to Evansville, Indiana to attend the River City Autofest with fourteen other DeLorean owners. DeLoreans came from all over with Indiana, Illinois, Minnesota, Kentucky, Ohio, Texas, Missouri, Wisconsin and South Carolina being in attendance. Micah Fryman was in town from Colorado but didn't bring his DeLorean. It was great to see old friends and to make new ones.

Several "celebrities" were there in the persons of James Espey of DMC Houston, Ken and Chris Koncelik and Ron and Cheryl Wester. All individuals who work hard to help all of us "live the dream". We all stayed at a hotel owned by fellow DeLorean owner Bob Dunn. Unfortunately, Bob was unable to attend the show.

Autofest is a three day event, but we all arrived in town late Friday afternoon and headed to Logan's Roadhouse for dinner. There, we enjoyed a delicious meal and exchanged stories while Ken gave us the latest scoop on the DeLorean Car Show in 2004. It's always nice to sit down with fellow owners and share experiences and talk about past events and future plans.

Saturday morning started bright and early with all of us outside cleaning our cars and drying them off after the hard rain that we had Friday night. After a half hour, we were on our way to downtown Evansville. A few wrong turns, and a minor incident with the local constabularies, we found our spot on Fifth Street. While not on the main drag, it was a good spot that offered a nice respite from the afternoon sun.

While the number of cars was smaller than normal, there was still a good turn out, and the spectators were in abundance. As with most shows where more than one DeLorean is present, our fourteen cars were examined closely by





admirers and critics alike. A crowd favorite was Ron Wester's customized DeLorean with its beautiful yellow paint job. The DeLoreans were also popular with the folks that put on the show, Downtown Evansville, Inc. A picture of last year's fourteen DeLoreans lined up at the registration table was featured on the cover of their September/October issue of Downtown Pulse. All participants were given a copy of this in their goody bag. I'm sure it enraged the Starsky and Hutch Torino club who were vying to unseat us as defending champs of the Club Participation Award that the DeLoreans had won the previous year.



After a long day at the show, we departed and headed back to the hotel, which was followed by another fun filled evening of eating and swapping stories. Sunday morning marked the departure from Evansville as many of us had long drives home to look forward to in the comfort of our DeLoreans.



On the way home, Dad and I stopped off in Todd County, Kentucky to see the Jefferson Davis Monument. This is a 351 foot tall obelisk constructed on the birthplace of Jefferson Davis. While most people know Davis as President of the Confederacy, he was also a West Point graduate, Mexican war hero, US Senator and Secretary of War under President Franklin Pierce. The monument was closed for repairs, so we were not able to ride the elevator to the top. I'm sure it is a breathtaking view of the Kentucky hills that surround the area. I couldn't leave without a picture of my DeLorean with the monument in the background. Unfortunately, the monument is so big, my DeLorean looks like a toy next to it.



After looking through the visitor's center, we headed back towards US 41 on our way to Pigeon Forge, Tennessee to spend the night. It had been at least ten years since I had been to Pigeon Forge, and both my father and I were amazed at what we saw. The town has grown by leaps and bounds, and there is something to do for all ages. There are numerous arcades and miniature golf and go kart tracks for the young and the young at heart. Several fun attractions were still there, like Carbo's Police Museum and the Smokey Mountain Car Museum. Rafting is now available, and the nearby towns of Gaitlinburg and Sevierville offer lots more fun, including several Ripley's attractions, Floyd Garrett's Muscle Car Museum, which has been featured on My Classic Car with Dennis Gage and more outlet malls than you can shake a stick at.

After a restful night from all that driving, we got up early on

Monday morning to see what all we could get into in Pigeon Forge. The Red Roof Outlet Mall offered a start to do some Christmas shopping. We also had to raid the Fudgery! You'll be hard pressed to find better fudge anywhere than that made in the Smokey Mountains. Unfortunately, time was not on our side as we still had a five hour journey home. We stopped off at Buddy's Bar-B-Que in Sevierville for a delicious lunch before heading back to I-40 for the trip to Orangeburg, SC. The trip back offered some photo taking opportunities for admirers at the South Carolina welcome center and from a Mercedes Benz in the lane next to us on I-26! It always amazes me what some folks will do to get a picture of a DeLorean.



I would love to have taken in one of the many shows in Pigeon Forge. The locals we spoke to recommended several, including the Comedy Barn, the Louise Mandrell Theater, and the Black Bear Jamboree Dinner and Show. Needless to say we are looking forward to returning to Pigeon Forge in June for the DeLorean Car Show. The whole family is planning on attending as there is something for everyone! I'll probably stay a few extra days just to try and take a little more of this great part of the country in! It's too much for a four day stay.

As always, it was great getting together with other DeLorean owners and showing our cars to a curious and admiring public. Is there any better group of car owners anywhere, or a better way to see America than from a DeLorean? VIN 1597 logged 1374 miles on the trip, and didn't give me one minute of trouble except for a few pesky taillights that decide for themselves when to work, and when not to.

I want to encourage all of you to take your DeLoreans out and drive them. That's what they were made for and it's the best part of owning one. Not to mention the looks, attention and smiles it brings to others. Enjoy them before it gets too cold, and get them ready for a great week in Pigeon Forge. VIN 1597 and I will see you there! —



The Jefferson Davis Monument in Todd County, Kentucky.
(note DeLorean at base)

Above Left: Marty Majer gets to meet Evansville's finest.

ACCESSORIES FOR THE **DeLorean** OWNER



The DeLorean Afghan would look great on the sofa in your den, as a wall hanging, or on your bed. Made in the USA of 100% cotton, the woven-in design features the Dunmurry factory in the background and various views to the car. It measures 48" x 60" **DA01 \$75.⁰⁰**

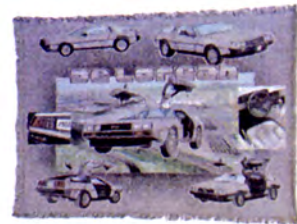
Embossed DeLorean Tee Shirt The design is embossed, the back of it is filled with a flexible epoxy and then is sealed with another layer of cloth. To highlight the design, the shirt is then stone washed. The result – a design that will still be there after you wash it! Made in the USA of pre-shrunk cotton. Available in blue only.

Sizes: L or XL (S, M, & XXL on Special Order)..... **DT01 \$20.⁰⁰**

The DeLorean Polo Shirt Are you tired of advertising someone's shop? Tired of shirts printed with dot com addresses? Do you go places where a T-shirt won't? This white, Country Cottons® knit polo shirt features a black, gray and white detailed collar and sleeves with an embroidered picture of the DeLorean, identified with the name.

Sizes: L or XL (S, M, & XXL on Special Order)..... **DP01 \$37.⁵⁰**

The DeLorean Fanny Pack. Made of glove-soft leather, this fanny pack fits comfortably around your waist (adjusts from 20" to 54") and secures with a convenient clasp, leaving both hands free. The pack itself measures approx. 5" high x 10" wide and contains six zippered pockets (back, top, two on the front, and one on each of the two side wings) Your camera, sun glasses, lipstick or chap stick, wallet and keys - all will find a home. And if this were not enough, it comes silk screened in silver with our favorite car. **DF01 \$15.⁰⁰**



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Last December, I had the chance to go to Ripley's Aquarium of the Smokies in Gatlinburg, Tennessee. As it is one of the suggested sites to visit during the 2004 DeLorean Car Show, and being an animal lover, I had to check it out. The cost was \$15.95 for an adult one-day pass. After entering, we discovered that it was well worth it. They also have discounts to see the other Ripley's sites, in Gatlinburg, including: Ripley's Believe It or Not, Ripley's 3-D Moving Theater, Ripley's Haunted Adventure, and Ripley's Davey Crockett Miniature Golf.

Ripley's Aquarium opened on December 15, 2000 and cost 66 million dollars to construct. The 1.3 million gallons of water is home to over 6,000 individual living aquatic animals. Its 34 filtration systems clean approximately 25 million gallons of water each day (in other words, the water is filtered about 19 times each day!)

As you enter the front lobby there is a large round aquarium full of fishes found off the Carolina coast including angelfish, spadefish, and pufferfish. Walking along the walkway, you overlook the Discovery Center below. In front of the Tropical Rainforest Area there is a beautiful waterfall, just behind which are iguanas, poison dart frogs (these are one of my favorites), piranha, and all sorts of rainforest fish. There were also some strange four-eyed fish; these have two eyes that look above the water, and two eyes that look below...Very Weird. There were also mud fish, which look a lot like the critter crawling out of the sea that I envisioned while learning about Darwin's theory of evolution. Yuck! Beneath the waterfall is a large tank filled with large Amazon fish including the red catfish and the tiger shovelnose catfish. Since the tank is open at the top for the waterfall, you can see the 6 ½ inches of acrylic that make up all of the tanks in the aquarium.

Next was the Ocean Realm which has a tank where all you can see is blue background...you can't even see the edge of the tank because it was rounded. This one has a school of fish swimming by all the time and there is information posted about them. This is very fascinating to watch. In this area there were also other creatures including seahorses, frogfish, and yellowhead jawfish.

Next there was the Coral Reef, a large tank full of tropical fish including emperor angelfish, triggerfish, and yellow tang. As you progress on, there were large windows where you can view a portion of the command center. On display is information about the filtration systems and how they work. It is very interesting watching all the water you see in all the



Ripley's Aquarium of the Smokies

By **Cynthia Hamm**



tanks around you go through the over 40 miles of large pipes.

Moving on, we entered the area above the shark lagoon, where there was a beautiful sky scene painted on the walls and ceiling. In front of you was a large tank with sharks, sea turtles, rays and other sea life swimming around. You can also see the people in the tunnels below as they enjoy walking through the underwater tunnels. As you loop around there's a smaller tank of Sting Rays swimming and playing around.

As you enter into the tunnels, there is a moving walkway, (with the option to walk instead of ride) that takes you around the 370 feet of underwater tunnels. In these tunnels you will see sharks that are up to 11 feet long, along with jewfish, green sea turtles, southern stingrays, and moray eels. There are 5 species of shark in the lagoon, Nurse sharks, Sandbar sharks, Pacific Blacktip, Atlantic Blacktip, and Sandtiger sharks. As you progress through the tunnel, you can see on a section of the tunnel where a shark attacked on December 15, 2000. It was kind of scary, but at the same time I was relieved, as the only damage that was done were some scratches on the 6 ½ inches of acrylic between us and the

ferocious beasts.

Downstairs in the Discovery Center is, "Touch a Ray Bay" where you could reach right in and pet them, but be careful of their stinging tails...and beware that the water is deeper than it appears, as I got my sleeve a bit damp. Kids and adults will both love this place which also includes a horseshoe crab petting area and several tanks with hollow centers. Children can crawl underneath these to get a better view from inside. There was also, "Sting Ray Bay", a 12 foot tank with a viewing area where you can sit and watch over 1003 rays swim and play. There are even times when you can watch the rays take food right out of a diver's hand.

In the, "Gallery of the Seas" there is all sorts of sea life, and some of this life is very strange indeed. This included the sea dragon, which looks like a sea horse, but is a bit more embellished. They are beautiful. There was also another rounded tank with peach lighting and jellyfish swimming around. I

have never seen a jellyfish swimming in the water, so this was a treat. They are just so graceful, and so majestic. It is mesmerizing. There are also giant crabs, octopi, cuttlefish, stonefish, and anemones.

While we were there, "The Island of Life Titanic Exhibition" was on display (for those of you who were at the Northern California show...this is definitely different!!). It was an interesting display, as most everything was shown under water. There were several artifacts on display along with a mock up of the ship as it lay on the ocean floor. There were several displays of how much water was in certain sections of the boat at certain times that fateful night, a porthole with an iceberg floating past and even a demonstration of the water pressure that was leaking into the boat at the time.

The aquarium has a snack bar, "The Feeding Frenzy", and a restaurant, "The Veranda", but we did not explore those options further. We did check out the gift shop and found all sorts of aquatic merchandise and knick-knacks to remember your trip by. I had a wonderful time at this aquarium, and can hardly wait to get to go back. —

Stay tuned for our next issue for more on Pigeon Forge!

DE LOREAN IN NEW KEYSTONE
FAMILY PICTURES MOVIE:

SPYMATE

By **John Elgersma**

The dream of owning a DeLorean all started way back in 1985 when the "Back to the Future" mystery car became a slight obsession of mine. Collecting magazines, pictures, articles and toys were some of the few inexpensive methods I used to even come close to this dream, knowing very well that having my own DeLorean was probably never going to become reality. Seeing a DeLorean up close, or for that matter, getting to sit in one, was all too impossible for myself to imagine. However, it finally happened in 1995 when I seriously began to pursue obtaining ownership, and yes, that same year, I purchased a 1982 DeLorean from Seattle, VIN 10250.

Now some eight years later, another dream became reality. Nothing of the magnitude of my previous one, but this opportunity was offered to me in mid March when Keystone Entertainment approached me to use a DeLorean in their upcoming 2004 movie called "Spymate". "This is so cool!!", I thought.

I accepted their offer that same day and the car was picked up. A STAR WAS BORN!! "Whoahhh!!", I said as I watched my DeLorean disappear in the distance on a flatbed truck, "I'll see you later, my car, on the film set in Vancouver, BC!"

From that day on, arrangements were made to coordinate my schedule to visit the film set on the day(s) that they would use the cars for several important shoots. One Thursday in April, I received a phone-call from Keystone's transportation manager that filming was to commence the following day with the DeLorean, some of the cast, Chris Potter and the chimpanzee. The chimp is known for its main cast appearance in the movies Most Valuable Primate (MVP) and sequels. With much anticipation, I arrived on the set at



about two o'clock. As I drove up to the building, here was my DeLorean in full view. Whoahh, what a feeling, there is my car! After a brief introduction to security and staff members, I was invited to freely roam the set and meet the people in charge of the filming. The alley behind the building was lined with white trucks, responsible for providing electricity, satellite links, housing the expensive filming and recording equipment for "Spymate".

The line-up of exotic collector cars on the sidewalk prompted me to ask how the cars were going to get used in the next few hours. I was told the DeLorean was a very impressive vehicle for filming and it was definitely their choice of car for this spy adventure. Some of the shots taken were with the door opened up and with Chris sitting inside.

The car was not driven at all on that day of filming. During my stay for that afternoon and the early part of the evening, I had a chance to meet Chris Potter and asked him if he would be interested in posing with the DeLorean for a few pictures. He was very nice, and we had a blast taking a few pictures.

The concrete structure, a converted condo office located on 4th avenue in Vancouver, was used as the spy agency for the filming. It was fascinating to watch how the camera relayed the footage to a portable "wheelchair" unit that was part of a laptop command center on the set.

I watched the very first filming of scuba divers coming out of the pond attempting to grab the chimp. It was neat to see how the trainers were continually instructing the chimp what to do next. There was a scene in which the chimp was instructed to hit one of the divers and he had to be told to back off a bit on his punches!! I rarely saw the chimp but managed to take a picture as he was carried away from the set on the trainer's shoulders into the "Spy Agency".

At about 9 o'clock, I decide to leave for home. I was so impressed that a DeLorean was going to be in another movie. Now we all just have to wait till next year for the film to be released so we can enjoy it!

For those that wish to get some additional information about the movie "Spymate", you can visit Keystone's website at www.keypics.com. ---



THE CONVERTED CONDO THAT WAS USED AS "THE AGENCY" FOR THE FILMING

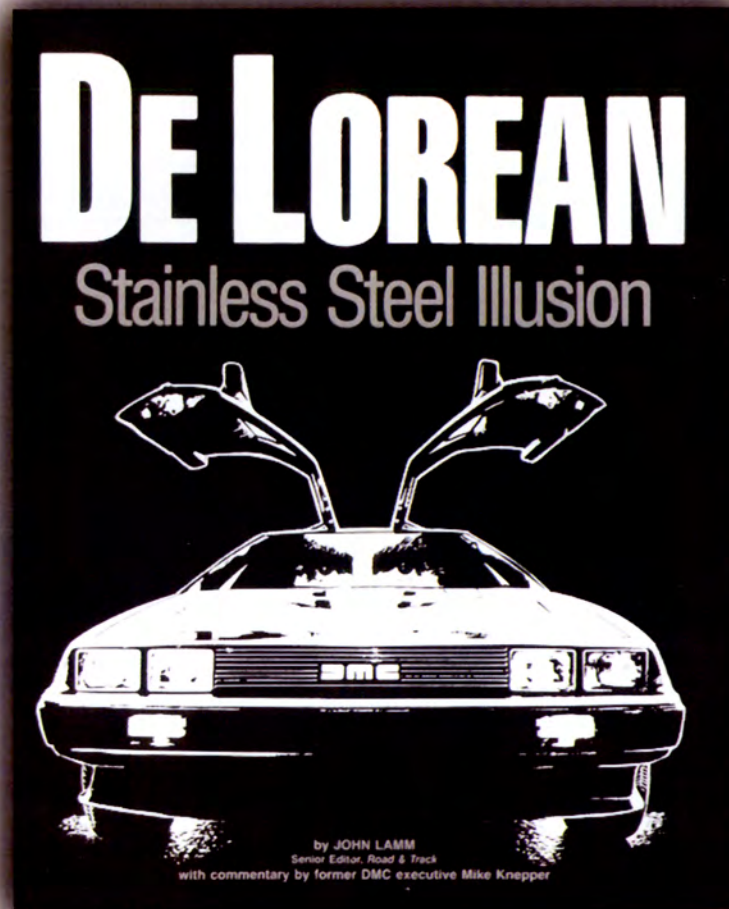


OUR AUTHOR ALONG WITH 'SPYIMATE' STAR, CHRIS POTTER. THIS SHOT WAS CAPTURED BETWEEN TAKES ON THE SET.



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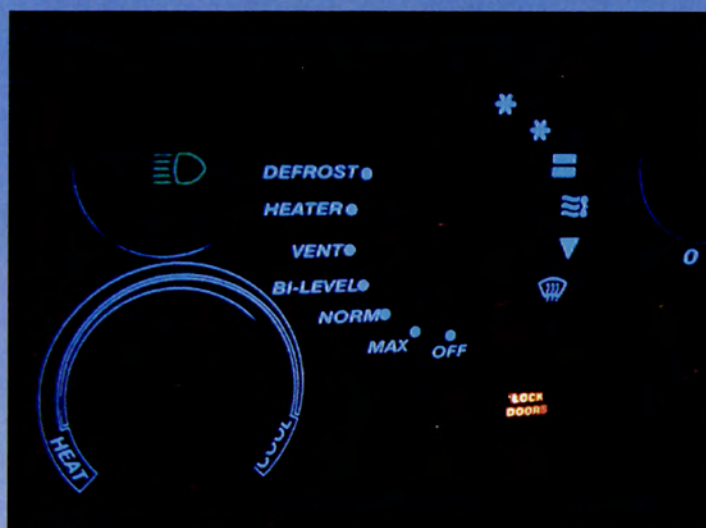
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Product Highlight



EL Glo

By **Ryan Gould**

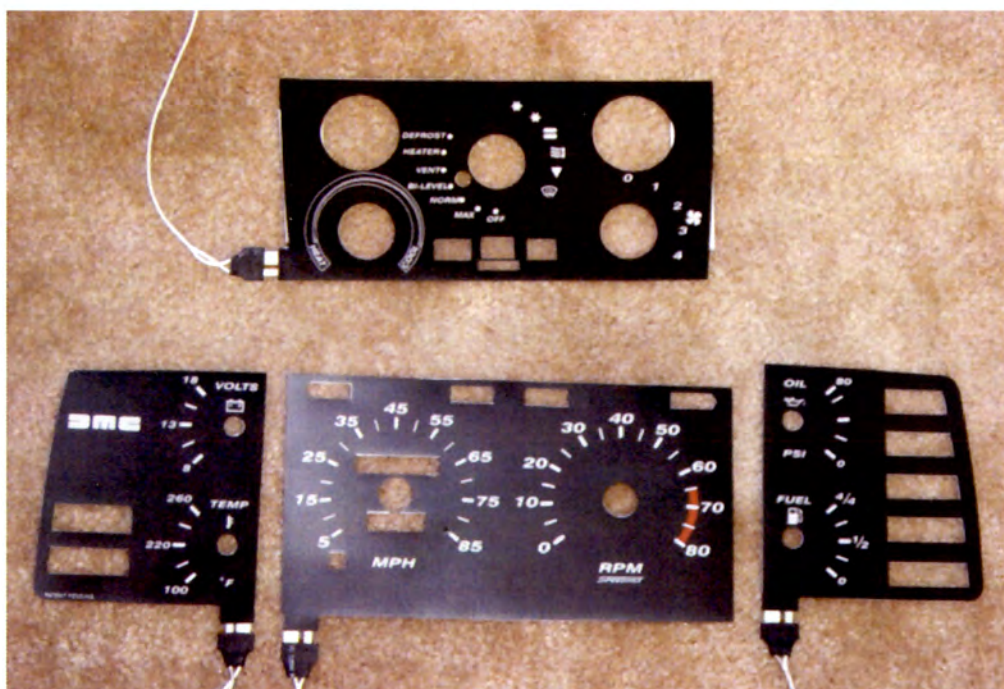


Ready.... Set.... GLO! That's right, EL Glo dash kits are now available for the DeLorean. After many months of development, and a month with a prototype, they're finally here. An EL Glo dash kit is an Indiglo based overlay for your stock gauge set and HVAC panel. I'm sure many of you have been in a newer car at night and have noticed the nice backlit dashes they have. Some even have Indiglo as standard equipment, Volkswagen being the easiest to recognize.

The new EL Glo kits are available in either regular or reverse. The difference is that "regular" is where the entire background is lit and all the letters, numbers, and lines block the light coming from behind them. Think of white face gauges where the background lights up. "Reverse" is simply the reverse of that, where only the letters, numbers, and lines light up. So once you've chosen whether you want regular or reverse, you can choose what color scheme you want. With the regular setup, you can choose from white, metallic silver, hot pink, blue, green, yellow, red, or orange, with black or white fonts; and with the reverse you can choose from black, white, metallic silver, blue, or red, with a wide variety of font colors. And that's just to name a few! There are more choices on the website.

But wait, there's more! I couldn't go through all the trouble to have the gauge panels made without doing something about the burning A/C panel. So included with this kit is a matching A/C panel! This means you can take out those four ultra-hot bulbs that like to warm your stereo head unit for you.

Installation is of medium difficulty because it involves the removal of the binnacle and the HVAC panel. There are three gauge panels that must be carefully fitted over your existing gauges and needles. Getting the panels over the needles is the most difficult part of the whole process. So if you have patience, then don't worry, the rest is a matter of nuts, screws, and wire crimps. And don't worry about a mess of wiring either! All four pieces are already wired with their own connectors. There's only one power and one ground wire to hook up for the whole kit! And if you don't feel up to doing it yourself, just send us the gauges and the HVAC panel and we'll install them for you. All you'll have to do is connect two wires and re-install the two pieces.

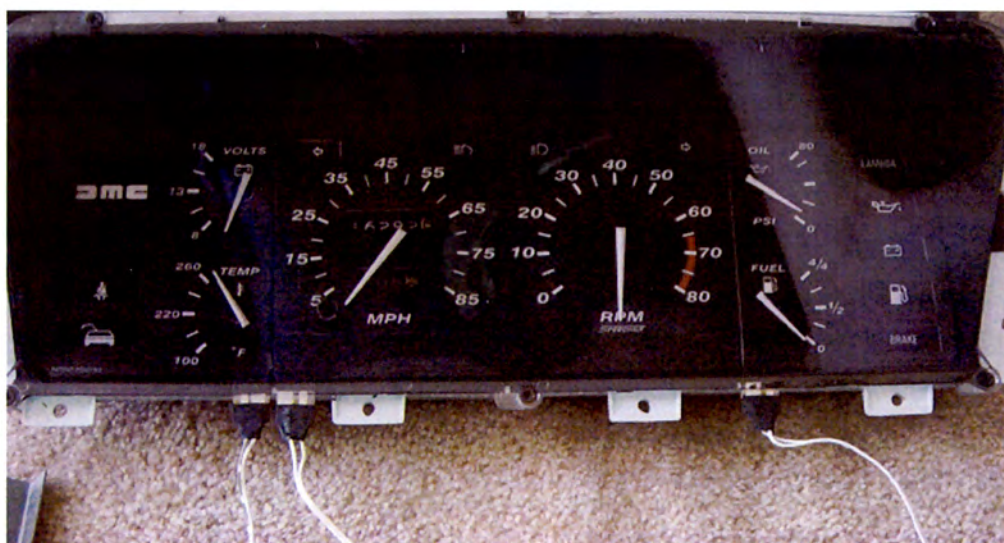


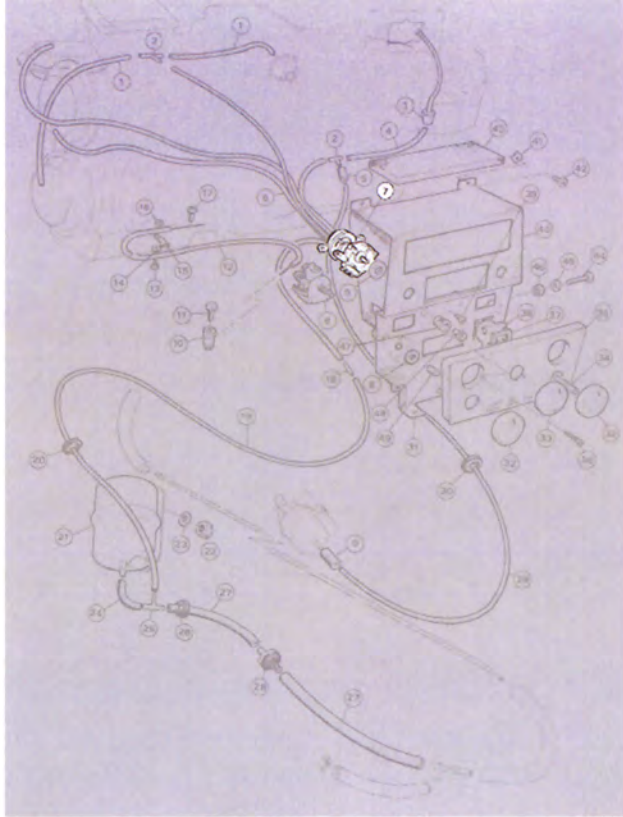
And now...the subject you've been waiting for; price. You'll get your custom color scheme for only \$180 US (plus shipping). Here's what you get: 4 EL Glo panels (3 for the dash, 1 HVAC), all wiring and connectors, dimmer/control unit, new colored bulbs for the binnacle (so you can see the needles!), and of course, instructions for the venture.

Note: These kits are currently available only for the original 85 MPH speedo. If you have one of the other denominations, contact us for info on having one made for your car. ==

Contact Ryan Gould at DeLorean Automotive Racing Technology (D.A.R.T.)
www.deloreanautomotive.com
 5901 W. Behrend Dr. #2141
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Attractive day or night, D.A.R.T.'s new gauges can help reflect your own individual style with a variety of colors and other options. Included in the kit are the panels you need to not only do the instrument cluster, but the AC fascia as well.





FIXING THE A/C MODE SWITCH

By **Ken Koncelik**

The mode switch is probably one of the most serviced parts on the DeLorean. Its not necessarily use that causes it to go bad but rather at this point, age. The lubricant tends to dry out causing a dragging to occur. This will lead to vacuum leaks causing the vents in the car not to operate properly. In some cases the tabs on the diaphragm tend to break off and, again, lead to failure.

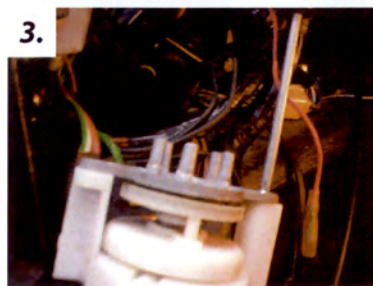
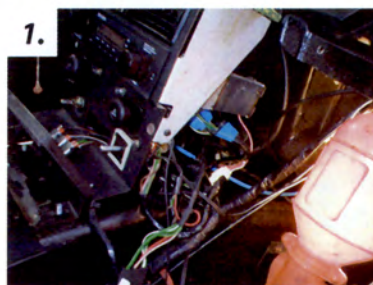
This summer I had the pleasure to rework four DeLoreans and a number of items were documented so we could do a series of tech articles based on the rebuilding of these four cars. The first one obviously at this point is the mode switch diaphragm replacement. There are a few ways to do this.

One way is to remove the center console and then follow the instructions below. You can also try it without removing the console but it is more difficult and you will need to note the orientation of the switch and the connections on the mode switch more closely.

The mode switch is in the center of the control panel and is behind the knob that controls the vent airflow. (*pic 10*)

Start by removing the three knobs on the panel by pulling them out towards you. (Remove the mode switch knob, fan knob, and air temperature knob) If any are stuck, try using a screwdriver, but be careful not to damage the bezel.

In the center of the panel is a small screw. Remove it then remove the panel carefully. There are three lights plugged in the back. As you remove the lights mark them so you can



9.



put them back later.

Once the panel is off you will see a small screw in the center of the panel holding the mode switch in place. Once removed you can reach back from the passengers' side and reach the mode switch. **(pics 1 & 2)** At this point you can mark the switch and the vacuum line coupling, where all the vacuum lines come and go, with a piece of tape. It is important to know the orientation since you will be fairly blind on reassembling this later.

Once the coupling has been removed carefully maneuver the switch towards the glove box and under the wires. This will give you the straightest line. The switch will not go out all the way because there are three wires connected to the back of it. Note the orientation and location of the plugs and mark them and the mode switch so you can put them back together. If you have a non-stock radio and the wires are bunched too tight then you may consider removing the console. It does make the job a lot easier but may take longer.

Once the switch is out look at the back. There are two screws. Remove them and note the orientation. **(pics 3 & 4)** There is actually a bump on one side and a notch in the other to orient it correctly. Once the screws are removed note the position of the two posts. They are different sizes, **(pic 5)** and will again help you reorient the mode switch.

Now that the switch is in two pieces take the part with the spring and remove the plastic clip. **(pic 6)** This will remove the spring, plate and the mode switch diaphragm. **(pic 7)**

Inspect the diaphragm and look and see if any of the legs are broken. If it is, make sure the legs are out of the locator holes. It is recommended that at this point to replace the

10.



holes. It is recommended that, at this point, you replace the mode switch diaphragm. If you reuse the old one it may not last long...especially if it is old and dry. **(pic 8)**

Before you reassemble use a silicone lubricant that will not dry out or Vaseline and apply a very thin coat to the metal portion. **(pic 9)** Be careful not to apply too much which will block the holes. If they are blocked you will not get proper vacuum and the controls will not work.

Next, apply a very thin layer to the mode switch making sure that there are no globs anywhere. Then reassemble in reverse order.

Make sure that the posts are in the right holes and the notch fits in the groove before you screw it back together.

Reassemble the three wires on the mode switch. It is possible to do it once the switch is mounted but I find that harder to do that way.

Carefully push the switch back in place and push it against the control panel and orient the feet through the panel. At this point replace the small screw.

Now with a flashlight or light, check the orientation of the switch and coupling. When you reach back there you will not be able to see the switch or the coupling. Plug it back in. (this can take a while if you do not have the parts in close orientation to begin with)

Once that is done replace the three lights in the panel and then replace the panel. Fasten with the screw and replace the knobs. **(pic 10)**

Congratulations you have replaced your mode switch! ---



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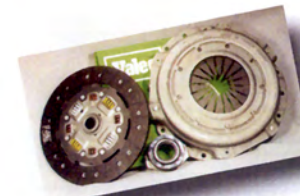
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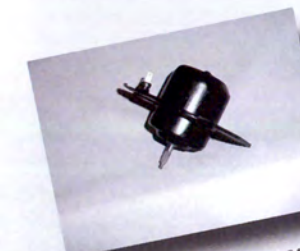
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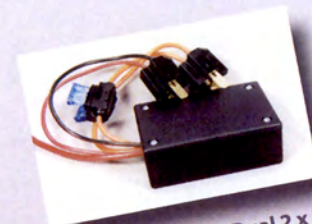
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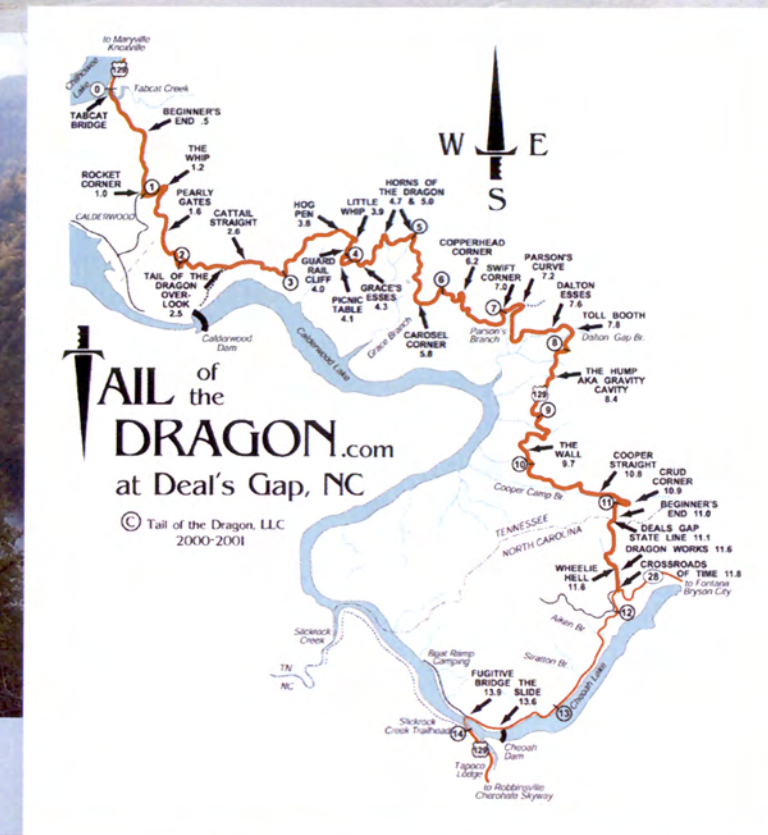
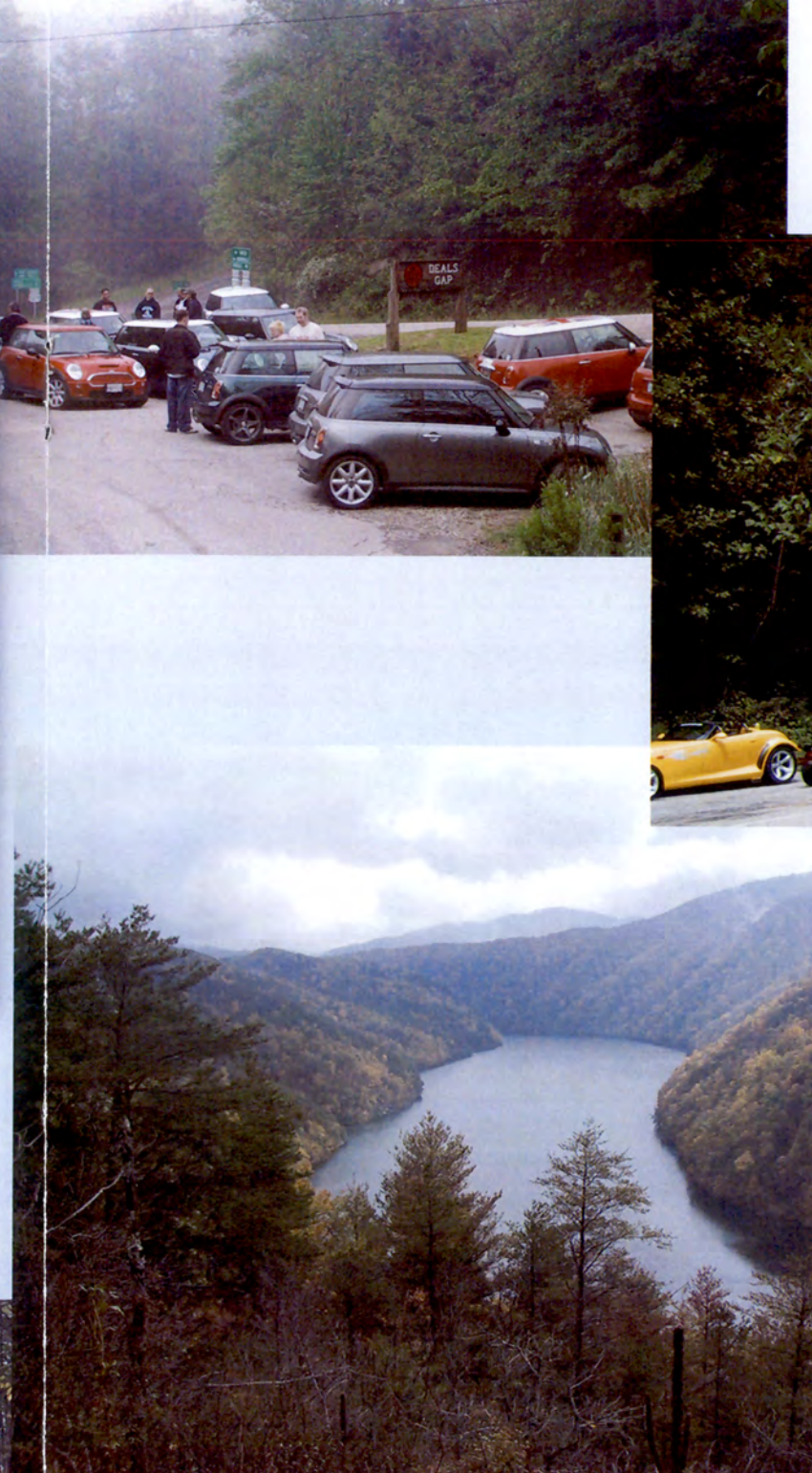
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By **George Crane**

Hello once again from Belfast.

I have called this article FIRST IMPRESSIONS, because as they say first impressions are lasting impressions.

As I said in my last letter I received word on a Tuesday, to report for work at the new DMC factory the following Monday morning. I was really pleased with myself; A new Job, in a brand new factory, making a brand new product that was completely alien to Northern Ireland, a brand new space age type car.

As with, I suppose, many other people that change jobs, I started to worry & wonder if I was doing the right thing. After all I was already working for a firm that had been around for some thirty years and it was steady. You will all remember that at the time when the factory opened its doors the political troubles were still going on over here. There was not a day that went past that someone was not murdered or something was not blown up. Here was I, an ENGLISH PROTESTANT, married to an IRISH CATHOLIC heading off into the Republican Heartland of West Belfast to work on a daily basis. Was I wise? I would be hated by the Catholic workforce because I was English, (or as they called them A BRIT) and if there were any Protestant workers there I would be hated by them also as in there eyes I had betrayed the faith and married a catholic, so I was going to be Geordie no mates, always looking over my shoulder.

As Monday morning approached I adopted the attitude that I would try it out and if it didn't work out I would move on to



FIRST IMPRESSIONS



Photos provided by George Crane

somewhere else. Northern Ireland is the type of place where you don't need to go anywhere but everyone knows all about you before you get there, when I arrived at the factory they knew who I was, where I came from, who I was married to, etc.

Anyway, as I said, I turned up at the factory for work at 7:30 on Monday morning and the first person that I ran into was Dermott, my father-in-law's cousin who I had worked with about 3 years previously, so that sort of calmed my nerves a little. There were about 20 of us that started that morning and we spent the first part of the day being told about the company and the rules and regulations and all the normal stuff that goes on on your first day, then it was lunch time.

This was when I started to get my eyes opened as to the type of people that I had started to work for. Soup, main course, dessert and a can of Coke for 75 pence. (about 50 cents)

After lunch I was introduced to my foreman, John Scott. He took me round the factory and finally to my work station. There, I met my new workmates and I spent the rest of the day with them. This is what I meant when I said first impressions are lasting impressions, they were a mixed workforce who had all felt something like I felt when they started, so there was no animosity at all and if you can understand what I mean, it was then that I became part of the family that was DELOREAN MOTOR COMPANY and I could not wait to return to work the next day.

Well that's all for now folks. ---

This past October I found myself again being a part of a fun group of DeLorean owners who were driving down to the 4th annual Midatlantic DeLorean Fall Foliage Tour in Wildwood, NJ.

On October 18th, 2003 approximately 10:30 AM, we headed out and began our trek through the lower boroughs of New York, passing through Staten Island and over the Verrazano Bridge. We arrived in northern New Jersey around 1:30 for the first check point. After meeting up with a few other owners and a quick bite to eat, we all lined up and headed south.

2003 Fall Foliage Tour

By **Aaron Crocco**

Our caravan took about an hour, and went through some of the most scenic landscape in the Northeast. Before we knew it, we were entering the town of Wildwood, near the Atlantic Ocean. Being October, it was fairly quiet. The weather had not yet become too cold to be near the beach. 18 DeLoreans pulled into the Ivanhoe Motel and check-in began. Within an hour or so, everyone was off to dinner at the Ravioli House.

We were all set for a great dinner with our stainless steel brethren. Over the course of two hours, much delicious food was brought to our tables, consisting of everything from fish to pasta to veal. The best part of the evening was being able to relax and talk with all these great people after a long day of driving.

Mike DeLuca had rented a house next to the Ivanhoe, which he designated as the party spot. At said party spot, someone happened to turn the TV to the Discovery channel. Low and behold, they were airing THE episode...and we were only five minutes into it. It was funny because Rick, who was on the show, was with us! It was really interesting to hear what he had to say about filming the show and how he was treated.

As the night drew to a close, most people began to head off to bed, to recover from the long day. Rob & Debby Grady, Bill Robertson, Lori & Mike DeLuca and I hung out in the kitchen until 3:00 am, when we finally called it quits.

Somewhere near the early hour of 10 am Sunday, everyone descended on the local neighborhood diner for breakfast. When we finished up there, we headed back to the hotel so we could have some fun on the beach. The Ivanhoe motel is right at the boardwalk, and they had arranged for us to put the cars up there for a few hours. From noon until 2:30 or so, we answered questions,



cleaned, gave tips to others and most importantly...socialized.

Wrapping up in the early afternoon, people began to go their separate ways. While most people drove to Cape May, others decided to go try their luck in Atlantic City. The Cape May drive was nice because it offered even more great scenery. At one point we stopped to walk around, and it was discovered that a local reporter was following us. We gladly gave him all the information he wanted and he hoped to get an article printed about us.

The 2003 Fall Foliage Tour was a great event. It was nice to have a beautiful drive, great food, and a fun way to exhibit the cars for people to see. I must say that once again I am proud to be around all the DeLorean owners because they never have a gripe or a problem with an enthusiast coming along to share in their love for this car. On my way home to New York, I was filled with a sense of great joy knowing that someday, I too, will own one of these great cars. See you next year on Long Island! ■■■

GULLWING

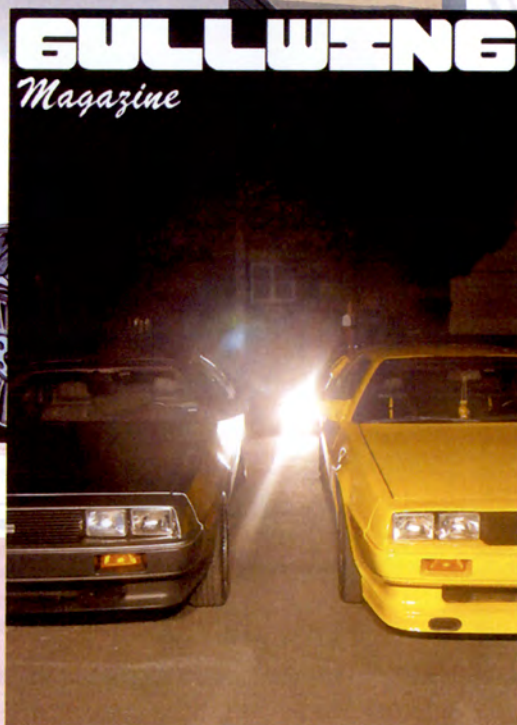
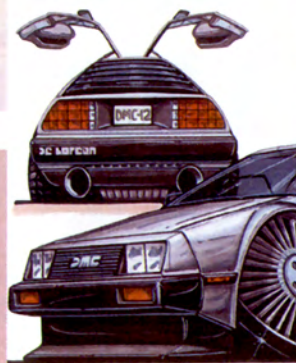
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TEV TROUBLE

By **Bruce Battles**

Have you ever had one of those experiences when you have just awoken from a really great dream only to have reality set in? You know, your dream still seems real but slowly you become aware of your surroundings and what is and isn't real. This describes the events of September 7th, 2002.

A little background will help explain. The Delorean Mailing List was all-abuzz about a new "Electric Delorean". Claims of great mileage, (also some unbelievable numbers) and a new device that would allow this electric Delorean to go as if the Eveready Bunny was driving.

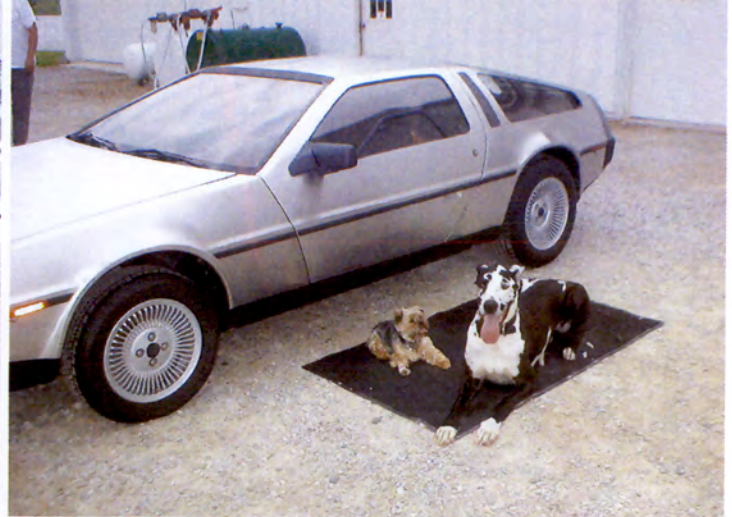
The event was to unfold at Nashville Super Speedway on a Saturday morning. Living just 40 minutes away I decided to see about making this possible "Kitty Hawkish" event. Doing a little research I came upon the Carl Tilley website. Being my usual self, I sent an email and followed up with a call to his home. Carl was not in but I had a wonderful conversation with his wife. I wished them good luck on the test run and asked if Carl had the time to give me a call. The next morning my phone rang with Carl on the other end. I found him to be very knowledgeable about his subject matter and very responsive to my questions.

He invited my sons and me to the event and made sure that all Deloreans were allowed into the pit area. He also let me know that Bobby Allison would be driving the first couple of laps. Now with this knowledge, an electric Delorean, a possible history making event and the chance to meet one of my childhood NASCAR idols, the event was placed on the to do list.

The goal of the test was to establish a distance (mileage) record on the track. To this end as we all know the test was a failure. To gather interest in his electric device and find possible funding I feel his test was a success. Future tests were promised and as of this writing I still await a new test date. The DeLorean suffered a bad rear (driver side) wheel bearing failure. This according to the staff of Mr. Tilley's foundation. I should note for the record that two other Deloreans were present in the pit parking area and both owners did volunteer to allow their cars to be used for parts. Both offers were declined.

My reflections on the day were that 1. I saw an unbelievable site in seeing and hearing an electrically powered Delorean run a few laps around the speedway. The thrill of seeing a Delorean take off and I do mean TAKE OFF while hearing no sound was a thrill. 2. The chance to meet and talk with someone willing to push the limits of science was inspiring. 3. Bobby Allison is just as great of a guy as I had imagined. 4. The people I met that day from all over the US, (some had driven from as far way as Colorado to see this event) made me aware that in science there is always hope that someone will find that next stage in our quest for more energy efficient transportation.

I repeat my opening statement...Have you ever awoke and been unsure if the world around you is real or your dream was? To me, the jury is still out on the electric Delorean. On the plus side I got a chance to see my old friend Kayo again, meet a childhood idol, and to spend the day in the pits at the speedway. Not a bad Saturday in anybody's book.



Top Left: Tilley is being introduced before first test run. Bobby Allison is in the blue shirt. Left: View of what was the engine compartment. Tilley's invention was below this area, under the car. Below Left: Ethan Battles, Bobby Allison, and Wesley Battles. Bottom Left: The Tilley group answers questions from the crowd and media in the garage at the Nashville Super Speedway. Top: A comparison of dogs. Above: the cabin of the TEV. This car looked to be fairly well taken care of. Hope it finds a new home and a caring owner!

As an update to this story, in May 2003 there was a raid by law enforcement at Tilley's home, the local news media made a very large splash about how the Tilley invention was a fake. As of this time the case is still being played out in the court system. Until this case has had a chance to play itself out in the courts, the verdict is still out. Is his invention a true "new way of producing energy" or is it all a scam?

I will note that as far as I know no new tests have been publicly offered of this DeLorean or any other vehicle. If you are interested in further information try a web search and read up on all the facts for yourself. —



PROJECT: VIXEN

By **Dave Stragand**

Potential titles:

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Don't put all your eggs in one basket case
DMC = Disassembled Motor Car

Every once in a while, you hear about a DeLorean that's just been terribly abused or badly neglected by its present owner. As owners or wanna-be owners, our first thought is to immediately go look at the vehicle, and attempt a rescue. Can it be restored? Can it be used for parts? Will the owner even sell it, or will the car continue to suffer for many more years while the owner tries to get an unrealistic \$35,000 for a rotting hulk? We all know the situation.

So in the fall of 1997, when a British car guru friend told me about a guy, who knew a guy, who knew a guy, who had seen a DeLorean sitting in an old diesel truck garage near my house, it got me interested. It took me almost a year of flip-flopping on the idea of purchasing yet another collector car before I decided I'd take a look at it. After a lot of phone calls, I got some vague directions on how to find the garage, and in the fall of 1998 I went down and talked to the owner.

Upon his opening the shed where it was stored, I looked around and saw no car inside. A closer examination revealed, much to my horror, that the guy had totally disassembled the car -- every last nut and bolt -- even the alternator -- and then just ignored it for 10 years. His only explanation as to

why was he ripped the car apart so thoroughly was, "I wanted to redo it". I don't know exactly what he thought needed to be redone, as the car only had 1721.4 miles on it. He was ready to sell, but he wanted \$5000 for the pile of DeLorean. What to do, what to do?

The general consensus on the DML was that this particular car was too far gone to ever get back together, and it was certainly not a good deal at \$5000, but at \$3000, it would be very reasonable for the parts. Every few months I called the owner and haggled him down, until he finally dropped to \$3k. But now that the price was right, was this the right DeLorean for me? I had only just started learning about DeLoreans (example: I was a bit surprised it had a rear-mounted, aluminum block, fuel-injected engine) and wondered if I could really tackle the challenge. Again, I hit the DML for advice. The more people that told me I would never get it back together, the more it strengthened my resolve to do just that.

So in October, 1999, I took the owner up on the offer, packed it all up in the back of a U-Haul, and brought it home -- in 17 large Dell server boxes, and "Project Vixen" was born. (Why "Vixen"? What else would you call a silver fox?)

Since then, I've tried to tackle the rebuilding in as public a manner as possible. I created a web site (<http://www.ProjectVixen.com>), set up a live restoration web cam, and posted semi-regular updates to DeLorean mailing

lists. My plan for the site was to share the experience in a way that I've never seen attempted before. There are lots of books dealing with the mechanical procedures of restoring an automobile, but few that chronicle what the process is REALLY about. What are the frustrations, the joys, the triumphs, and the setbacks? What are the effects that a restoration has on the restorer? That's what I'm trying to share. And that's what I enjoy the most -- sharing the experience with others, and making them a part of the restoration.

Part of the sharing is passing along the wisdom that has been given to me by others. One of the best bits of advice that a friend once told me was, "When you work on a car there are two ways to do things... 'right' and 'again' ". I made my mind up to do it "right"!

There would be no corners cut, no shoddy work, and no excuse for anything other than excellent work. If it's worth doing at all, it's worth doing right. With that in mind, I got the work started.

For purposes of DCS magazine, I'll leave out the specifics of the mechanical work. It's all available on the Project Vixen web site, (www.projectvixen.com) if you'd like to check it out, but suffice it to say, anything that you CAN fix on a DeLorean,

I HAD to fix on this DeLorean.

I paid little attention to the amount of time it was taking to complete, focusing instead on the quality of work, not the speed. I did have a small goal though, and that was to take a fully-functional, but completely "naked" DeLorean to the

Cleveland show in 2000. My hope was to give everyone a look at what a DeLorean looks like "under the skin".

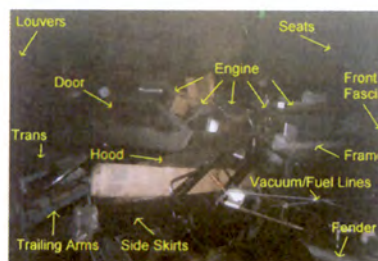
The "Visible Vixen" was quite a hit at the show, and was the center point of a lot of technical discussions. Having the majority of her mechanical elements exposed made her ideal for learning about the inner workings of a DeLorean, and she spurred a lot of impromptu "tech sessions"



The frame arrives, and is placed in the garage. This is where it will all come together!



Some of the many parts and boxes of parts strewn around the previous owner's garage. His explanation as to why everything was disassembled was, "I wanted to redo it."



throughout the weekend.

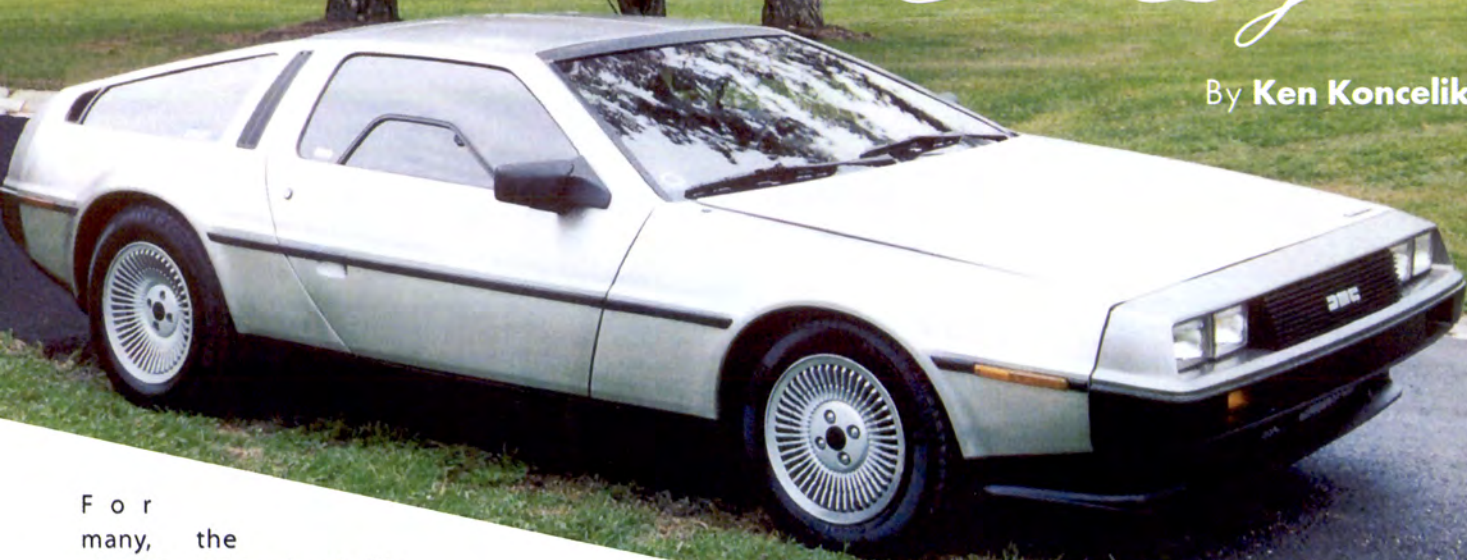
After Cleveland, all that remained were the still-substantial tasks of installing the body components and interior. With two years until the 2002 show in Memphis, I wouldn't have any problem being ready to bring the completed Vixen to the show. Or would I? ***

The journey continues in the next edition of DCS.

An innocent looking DeLorean parked on the Lamington Farm Estate. Little does anyone realize that below this sleek stainless steel skin lies...

... The Legend

By **Ken Koncelik**



For many, the name "Legend Industries" is just that...a name. Few have ever had the opportunity to see the work done by them for the DeLorean.

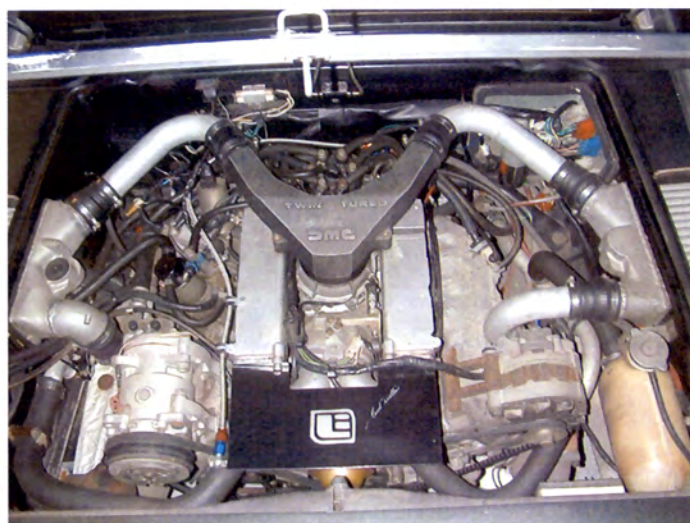
Fred Dellis, the man responsible for Legend Industries, and I met in New Jersey on October 19th, 2002. This was not far from the Lamington Farm Estate where John used to live. He joined me and my wife Chris, Marc Levy and his friend Laura for breakfast.

What we got was a condensed history of the project in one hour and the story is amazing. Rather than try to print it all, we talked to Fred and he agreed tentatively to do a question and answer session at Pigeon Forge. The Turbo setup will be a theme for the show on the technical side and Fred will be doing a talk on it probably on Saturday night.

Fred brought with him his golden book and he allowed us to take a number of pictures. He indicated that about 12 engines were made but few survived the testing and dismantling that prototyping involves. We will have much of

his records converted to CD ROM for the next show and hope to share this with you during our Friday dinner.

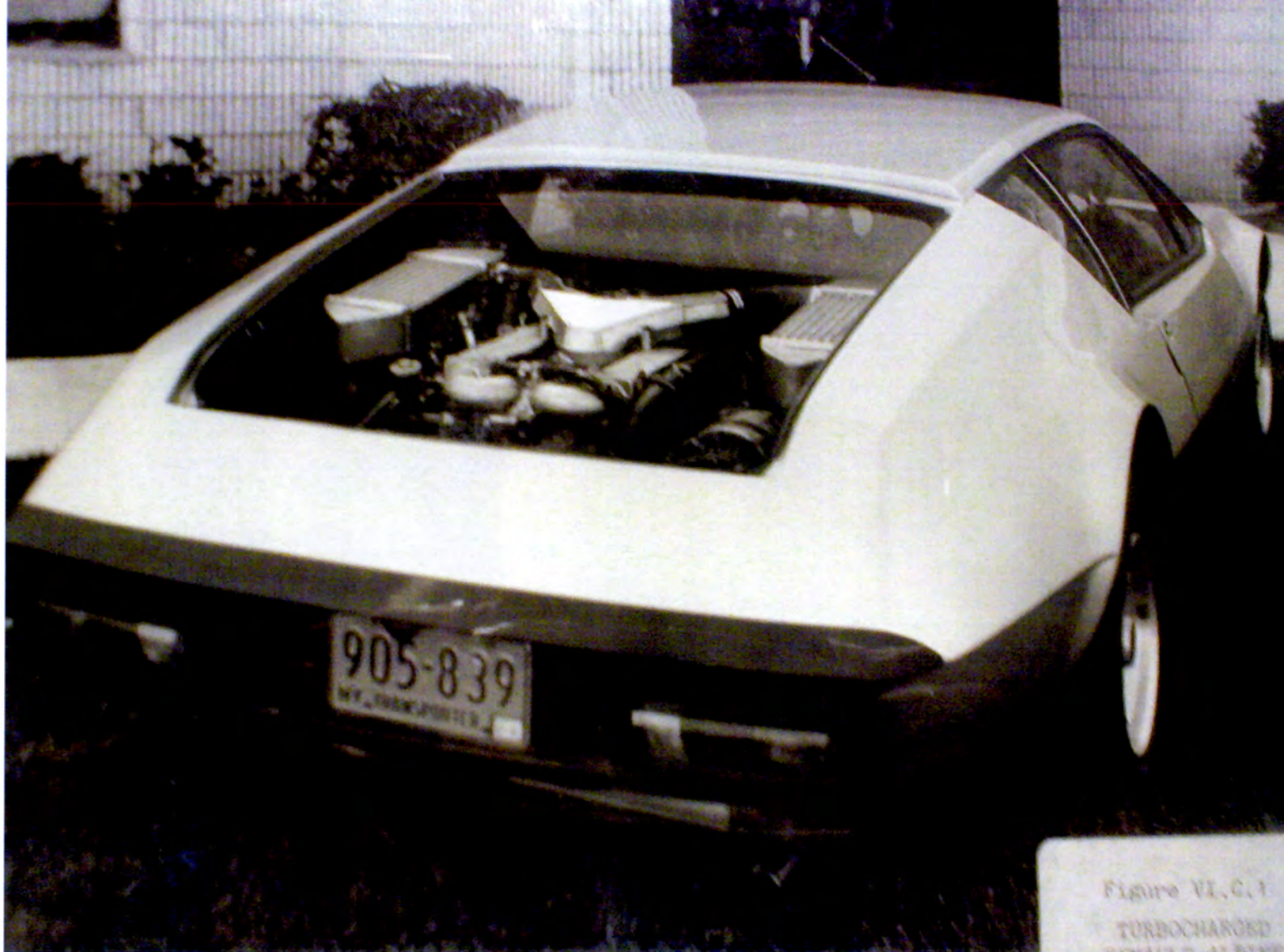
Fred, like John had some great stories. The more we got into it, the more everyone's interest grew. The DeLorean history bug struck again, and we had some great visual aids.



After breakfast he went out to look at Marc Levy's car that has one of the engines in it. He evaluated it and then signed it right there.

He then asked more about the mornings' events and he joined us at Lamington Farm for the beginning of the fall foliage tour. He stayed and talked to everyone for over an hour, then had to leave.

The history of the Legend has been seemingly lost. Most people got their first glimpse of one at the Cleveland Show in the Crawford auto museum. The museum has the first production car and it has the turbo.



Above: A Legend Industries test car sporting the turbo PRV-6. Below Left: left-to-right, Fred Dellis, the man behind Legend Industries and the twin-turbo Delorean project, and Marc Levy, owner of a Legend Turbo prototype. Below Right: a bottom view of the turbo setup. (that's the muffler in the upper left)



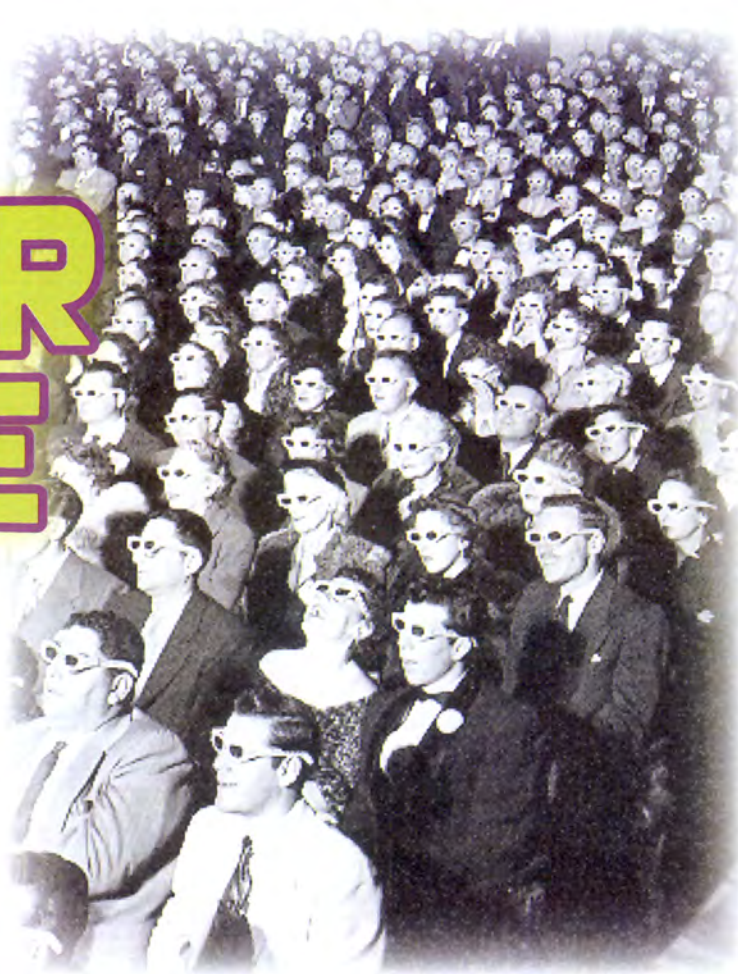
Marc then showed his Legend Turbo at Memphis/Tunica. For the next show we would like to highlight the turbos and other power increasing projects. If you have one please bring it and let me know in advance.

Fred will be developing this story over the next few issues so we hope you all enjoy this history blast from the past.

Fred also can be seen on the deloreancareshow.com web page and is planning to see you all at Pigeon Forge. ---

the MONSTER GARAGE experience!

By **Don Steger**



Hi, my name is Donald Steger. According to Jamie Angio from "Dinner and a Movie", (BTTF III will be aired in November and December on TBS) I am the only factory-trained technician in the world that still works on Deloreans. During the breaks on the show you will get a chance to see Dan Botkin and me at the DeLorean Motor Center. Dan has taken on a three year project building his own BTTF II car.

The DeLorean hovercraft project as seen on Monster Garage was an interesting experience. It was exciting to be there. I didn't know how serious Richard was when he had asked me to be on the show months before, but here we were at a place called the stealth building. We actually drove past it initially. The small letters on the side say, "Auto Museum of Long Beach", and it had a security guard posted at the side door. You'd never suspect that this building is what it is.

I was wondering whose feathers we ruffled, (or was it simply jealousy) when we offered to have the whole build team drive in with DeLoreans. We even had one DeLorean with a stainless steel frame by Pearce Design with twin turbo, completely chromed engine and \$5,000 stereo system and cruise control with automatic door openers in it that Jesse was to drive but we hesitated due to the fact he might have abused it. Jesse declined the opportunity because he didn't want to be part of the "dorks" driving in the "DeLorean drill

team". I have my manager Dan Botkin to thank for helping with making sure the other cars were ready for us "dorks". He also ran the shop in my absence, and even though he didn't get to be on the show, they did film at the shop with Dan when they came to get the new fiberglass body.

The production staff members were supplied with DeLorean memorabilia prior to the show. It was placed around the design table in the garage...apparently Jesse never saw it. We all met that first day with high expectations, and then the first thing out of his mouth was that his confidence level was a "zero" on a car that was a failure.

"With a car that doesn't run, a car company that failed, building a DeLorean hovercraft just doesn't make sense and even if we gold-plated it, it still wouldn't make it any better." It was about halfway through this supposed design time that Jesse found ways to push all my buttons with his negative comments. I felt like punching his lights out, as a favor to our beloved DeLorean community, but because I'm a good Christian, I resisted the urge. I felt like walking off the show but instead I just kept my cool and let him know that the car wasn't a failure.

As we all know, the company was put into receivership due to funding being pulled by the British government. John

DeLorean tried to get other investors but, in the process, was set up by a few glory seeking drug agents, and the rest is history. He is, and always has been, a free man.

The car used was, as Jesse said, not running. This allowed the producers to buy it cheap. This car had been sitting for more than 10 years. The fuel was bad and had melted all the parts in the fuel tank and frozen the fuel distributor, the dash and seats were completely ruined by the sun, the front and rear facias were warped and had paint peeling, the windshield had a crack. And the worst part was the left front fender that had between 75 - 100 small dents due to bad bodywork. (check it out on the tape I personally throw it. Look carefully on the backside in slow motion you'll see) All panels except the doors were in unacceptable condition. All these parts were just fine for what they needed on camera...from a distance.

Since the show only needed the stainless steel panels and the fiberglass body, (not the frame) they bought the complete car and DeLorean Motor Center worked a deal and bought back the frame and suspension, engine and transmission...all was not lost!

"The basic challenge is to make a DeLorean hover," Jesse said, Looking at the hovercraft picture, "Rich & Don have been waiting all their lives to do a DeLorean hovercraft," he continued cynically, "Let's relentlessly hack this thing up and show no mercy. If you screw anything up, I don't care."

The build team was supposed to strip all body panels and remove the fiberglass body from the frame. Since we had no hovercraft specialist or master fabricator to give us any ideas on how to make it fly, Rich and I had the idea to cut the top off the DeLorean. In our minds, reducing the weight was the most crucial factor towards making it work. Removing the top reduced the weight and still retained the mountings for the doors and panels to function properly and look complete.

We thought this would work until Jesse James walked in. I asked him what he thought about the plan and he unloaded on us. Earlier, Richard told me that Jesse wanted the car to fly but I thought that this was just more of his attitude needing adjustment.

It's interesting to note here that while out back, Jesse made the comment that, "unless the cameras are on him he doesn't work."

This is when he got on his bike and left. This was also the time we needed him the most. If he hadn't left, the team

would not have cut off the top of the DeLorean. We went against his idea and did it our way, because he wasn't around.

I knew that this situation was out of my hands and I had no control over Jesse's leaving. God made him leave and God is the one in control. When he returned, he saw what we had done and ridiculed the whole team. Even his comment about "Don and his disciples doing this his way", was just him, letting me know our personalities clashed.

None of us really knew how to make this project work. Jesse's partner Tom, who worked with the show, told us that we were having more problems than any show before. He asked me, that if I had a personal relationship with Jesus Christ, to find out if He could resolve the problems and have the project work out. What a great working environment!

I left to get another body and as you see on the show, Richard and Jesse analyzed the hovercraft and Richard decided to use 6-8 inch PVC tubes. I wasn't there and when I returned, I didn't understand what they had been discussing...It took awhile to start coming together for me.

One of the exciting things that happened was to hear Jesse say that the fan of the hovercraft looks as though it was made just for the DeLorean. It fit almost perfectly to channel air to the front through the center of the fiberglass body. All we had to do is seal up the middle for what would create front and rear "manifolds". We didn't get all the original parts that Rich ordered, so he had to change his ideas again. John put larger holes in the front to make sure it would lift up and not nose dive. It was also controllable in the back with a lever that Kasey fabricated. I will say that without Rich we wouldn't have gone as far as we did. He was the brain behind the idea of how to make the DeLorean hovercraft work. We had another way of doing it, but not the way Jesse wanted it and we were his workers on his show.

I had met Rick Gendreau once at the DeLorean Car Show in Memphis. He put a 500 HP engine in the rear and a Honda engine in the front of a DeLorean. You talk about fabrication...that took a great amount of creativity and imagination. I said it on the show, "whatever the mind can conceive and believe, it can achieve." Rick exemplifies that. When a person has problems, and chooses to solve them using all their effort and skill, they develop patience and character.

Anyway, back to the show...It is said that you should let your heart be full of hard work, diligence and industriousness. This is what I knew we had to do to get the job done. I was very

impressed with the 145 HP Yamaha motor we were supplied with. It can rev up to between 11-12 thousand RPM and if you noticed, Kasey installed 8 more blades on the fan we had! Now there were 16 blades to pump out more air. Kasey and John worked well together getting the motor swapped. Rich and I had lots of thoughts on the exact location of the outer tubing, but not just talk, as was indicated on the show.

Dan Botkin had the other fiberglass body ready for us to pick up at the shop. It had been outside 12 years, so things were really rusty and brittle. Some parts came out easy and others with a hammer. I did that knowing that's what Jesse wanted, and therefore gained some form of redemption.



There was a square frame that had to go under the car for support, skid plates so the car could move around without damaging the PVC pipe and it had to be high enough so the skirts wouldn't rest on the ground and get torn up. We also had angle iron with holes in it to hold the side skirts.



Sealing up the DeLorean hovercraft took a long time. One of the best parts of the show was installing the \$7,000, 145 HP snowmobile motor. That baby spun up to 12,000 RPMs as you can see on the show.

Jesse, respecting it's Irish roots, put the seat on the right hand side. We put the battery, radiator, oil reservoir and the fuel tank on the left side. I will admit that I learned to respect Jesse as I worked with him. It is written that wisdom and knowledge are yelling for you in the streets. Jesse was a certified underwater welder and it is apparent. Even with my college education, I was very impressed with a lot of the things Jesse did with welding and fabrication. He's great in my books.

We finally came down to the end of our time allotment, and had four minutes to install two 36 x 24" sheet metal plates. When it came time to test our beast, I felt neutral. I've got 22 years of experience on the DeLorean and my father raced 8

raced 8 years. I've also got good common sense and have a good feeling if something is going to work. I was excited as I watched the hovercraft start to lift. If you watch the show again carefully, the side skirts started blowing off and it moved forward and then the right side dropped. Then the whole thing dropped. If the skirts wouldn't have started falling off, it would have stayed up. If we had put the side skirts on better and were able to see what broke lose under the hovercraft, it would have flown. It was up once and I felt that if we fixed a few things, it would fly. The side skirts were

falling off because the strip of metal was too thick and the top clips didn't hold well enough. Also the hovercraft dropped fairly fast as if something large broke loose.



This was one of those times when I couldn't control anything. I said we ought to take a good look underneath, but Jesse didn't look well enough. I mentioned dealing with problems earlier. I just wanted to know why it had failed to perform. That's what builds character and since we stopped, that bothered me very badly. I became one of the top DeLorean Technicians in the world by dealing with problems such as this.

Wisdom and knowledge are better than diamonds and jewels could ever offer you. The rest was devastating to me, even though I loved the military hovercraft with four 6,000 HP engine that ran off jet fuel. Hey, maybe that's what we needed was jet fuel!

If you noticed at the end, the DeLorean was stripped down. Rodger & I dressed up the D to make sure it looked great for its burial and the doors worked great with shocks only. I was surprised they worked so well, but they never opened them. Oh well, it would of been nice to see it go out in style. Well I finally got to see under the car, and, no big surprise, there were large gaps that I know kept it from going anywhere. Now I have my peace. I don't blame Jesse, because it was only possible to see gaps from the rear and he was checking from the front. —



Blessings from Los Angeles!

I'm **Claudia Wells**. You may remember me as Michael J. Fox's present-day girlfriend, Jennifer Parker, in the original "Back to the Future" movie. I am thrilled to have been asked to join you in Pigeon Forge for the annual DeLorean Car Show. My son, Sebastian, and I are really looking forward to seeing the largest gathering ever of DeLoreans and meeting you -- their owners. Since 1991, I've owned a high-end, designer retail store in Studio City, California, called Armani Wells. It's Southern California's only resale clothing store just for men. We specialize in current styles of brand-new and pre-owned-in-perfect-condition, top-name designer apparel at amazingly discounted prices -- 70% to 90% below retail. My store has everything from casual to formal and can dress any man from head to toe. It's one-stop shopping, featuring such top-name designers as Armani, Versace, Hugo Boss, Canali, Donna Karan, Prada, Dolce & Gabbana -- all at steeply discounted prices. Only the best to make you look like a million bucks for a whole lot less. We do specialize in custom orders, so see my website, www.ArmaniWells.com, for more information. See you in Pigeon Forge! ■■■



If there is one thing that I love more than driving my Delorean, its listening to my music while cruising around. After owning my car for about a year, I learned quickly that 20 year old speakers just don't sound as good as I would have liked them to. The sound was muffled in the rear speakers from poor positioning and age. In addition, the original ASI radio did not have the power that I was looking for. Alas, I set out to upgrade my radio, and attempt to keep the car looking as stock as possible.

I had to consider three things for my upgrade: 1. The radio should be mounted in the car without having to cut any of the dashboard. 2. Not to modify any of the original wires or wire harness. 3. The new rear speakers should improve sound, but not aggressively modify the car or take up space.

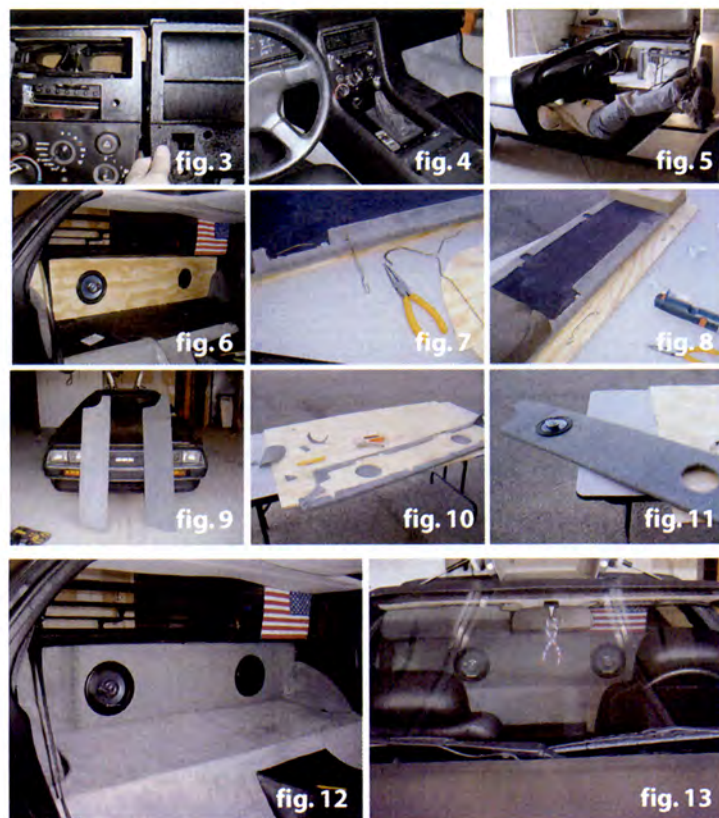
To accomplish all of my desired results, I started to plan out my installation and then acquired all the materials needed. I bought a new Pioneer radio to install into the car and busted out the shop manual. I disassembled the entire center console of the car to access everything I would need to get to (Fig 1). At first this can seem a little extreme, but trust me, you will need the whole console out of your way to replace the radio.

To prevent having to cut out the existing dash for my new radio to fit, I ordered a product that was new from DMC Houston at the time. A replacement radio bracket that was pre-cut for newer "CD Type" radios. Upon its arrival and initial inspection, I became concerned. The new DMC bracket was 100% metal with no finish on it. When I spoke to the reps on the phone, they assured me that none of this unfinished surface would be visible after everything was installed and put together. I took a closer look at the original bracket and the new replacement one and found out that this was not the case. (Fig 2). I had suggestions from some friends and other DMC owners to just use the Bracket as it was because it would match the Stainless steel on the car. Since I don't have anything stainless IN the car or on the dash the thought of using the bracket unfinished turned me off. I know by doing that, my install would look unfinished and stick out. I decided to check out other options, and wound up picking up a "Textured Finish" spray paint from the local Home Depot. This stuff worked great for \$3.00 (read the directions closely when using this type of paint, and if you mess up, just sand it down and start again). My new bracket now matched the stock one perfectly! (Fig. 3).

Now came time for the nitty-gritty details....WIRES! Early

Simple, Low Budget Radio Upgrade

By **Kevin Abato**



on, I had purchased a radio wire harness so that I would not have to modify my original wire setup. Since that time I had decided to replace both back speakers and move their location which meant running new wires for them. Considering the drastic rewire of the rear speakers and installation of new front ones, I decided not to use the DMC wire harness. Instead I ran all new speaker wires from the back of the car to the front via the center console, and new front speaker wires through the dash itself. I ran all of these wires with the intent to hook them up to the new radio and then installing the new speakers last.

Removing the stock radio bracket and radio can be a huge tangle of wires! I suggest that you take your time and make a diagram of where everything goes. Carefully disassemble the entire array of wires and controls from the stock radio bracket, then simply replace the bracket with your new one and reinstall all of the main wires and controls and mount your new radio.

Once everything is installed and hooked up, test it out to make sure you have power to your radio. If you are installing new speakers, hook one or two up with a spare set of wires to make sure all four channels on the radio work. If all is good, you can close up the center console and mark that part of the project done. (Fig 4)

With the radio in place, it is time to move on to the speakers. I decided to completely replace the front 3 1/2" speakers with new Pioneer 3 1/2" flush mount 2 way speakers. Although this is the part of the job with the least amount of modifications and steps, it might also be the hardest. I decided to replace everything without taking the dashboard out, but doing so proved to be difficult. The driver side speaker took me almost an hour to remove and install the new one (Fig 5). If you are going to do this, I recommend starting on the passenger side where there is more room to work so that you can get the hang of what you are trying to do. (It also helps GREATLY to have a magnetic socket or screwdriver to help you install the bolts while defying gravity) Once you have the speakers installed in the front, hook them up to the wires for the front speakers (remember to use the correct polarity for proper sound) and test them out to make sure everything works.

At last we move onto the final phase: The Rear Speakers. My biggest concern was to maximize sound while minimizing space taken up on the rear shelf and keeping the car looking stock. As a solution, I decided to recreate the rear wall and

mount the speakers there to achieve my goal. I purchased a set of Pioneer 6 3/4" round 3 way speakers for use in the back of the car. The depth of the rear speakers was critical for this kind of installation due to the lack of space behind the wall. I started by removing the rear wall and tracing the outline onto a piece of 1/4" plywood and cut it to size. * Once all of my cuts were complete and I had found the perfect spot for mounting the speakers, I tried an initial dry run install of the unfinished wall to make sure everything fit (Fig 6)

The original rear wall has two mounting hangers on it that lock it in place with the interior of the car. To reproduce these on my new wall, I simply used coat hangers, diagonal cutters and a set of pliers (Fig 7-8). The original rear wall also has two foam blocks on it to act as sound insulators. I went to a local shop called "The Foam Depot" and had them cut two blocks the same size and shape for my new wall. You can see the original foam on the wall in Figure 8 (my new wall is lying just under it). As a substitute, you can use a material called "Dynamat" which is used by professional car installers for the same purpose. I would recommend using BOTH techniques if you can.

For about \$18 you can purchase replacement automotive carpet material in Wal-Mart. I found that the gray matched the inside of my car almost perfectly (Fig. 9) I used some spray adhesive on the front of my plywood wall, and set the carpet down on top and let it sit for 5-10 minutes. Next, I flipped the wall over and stapled and cut the edges on the backside of the wall (Fig 10) and cut out and installed the rear speakers (Fig 11). With everything ready to go, I hooked up the rear speakers to their wires and installed the new rear wall.

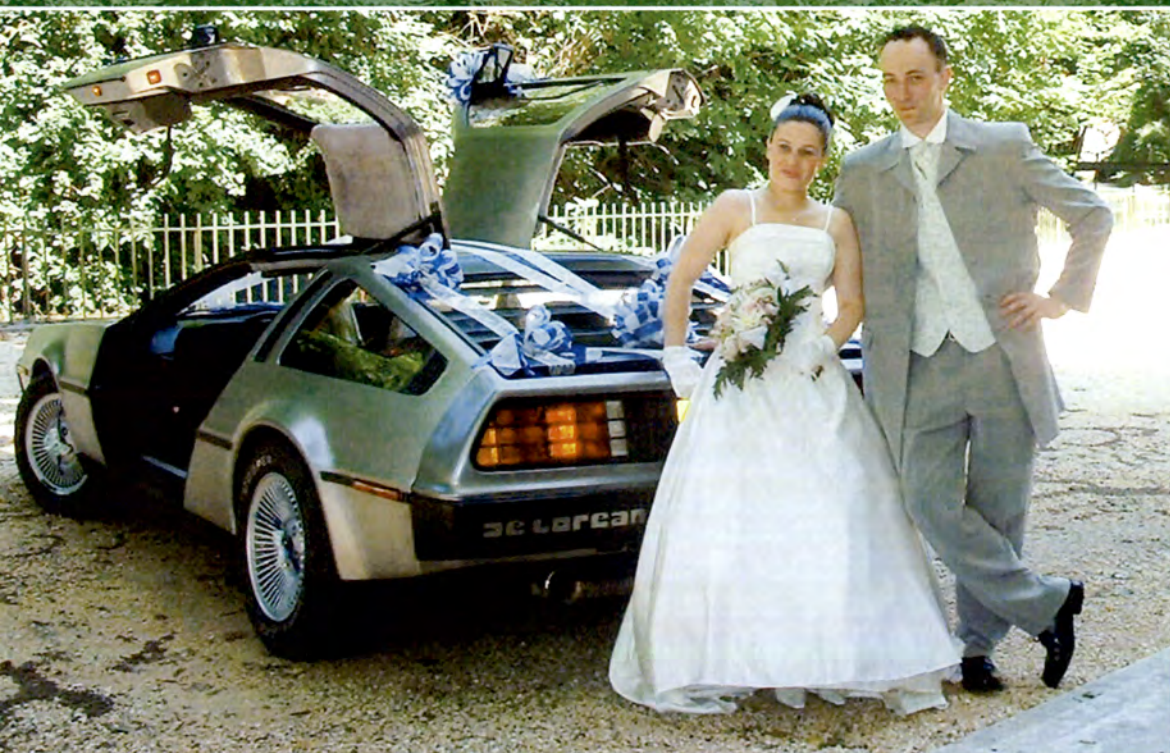
With everything all said and done it is difficult to tell that the rear wall has been replaced at all (Fig 12-13) and I achieved all three goals for my installation. The whole project took about 1 1/2 days to complete and although this type of install limits the amount of base your speakers will produce, I have been extremely happy with the quality (ANYTHING beats those old 4x8s that used to be in there!). Many people ask if I installed an amp during this whole procedure, but honestly having those speakers right behind your head with a decent radio is loud enough for me. Now I drive all over the place and enjoy my CDs and MP3s wherever I go! ■■■

**Note: I used 1/4" plywood to create a new wall. Audio experts use special materials that are lighter and have better sound qualities for around the same price.*



The French (DeLorean) Connection

By Dominique Flandin



Let me introduce ourselves, my name is Dominique and I am 30 years old. My wife Virginie is 27 years old. We were married June 7, 2003 in Renage, located in the Rhone Alps region of France. We are currently living near Grenoble, France, where the 1968 Olympic games were held.

We generally only use the DeLorean for the weekends. It makes a great touring car in which to view the countryside. I bought it in 1995 from St. Louis, Missouri. It still had the inspection sticker on the windshield when it arrived here.

A few years ago, I replaced the exhaust system with a complete setup of hand made stainless steel. I also installed a rear camera and a monitor on the dashboard to improve the rear visibility. The radio system is also brand new and includes a CD player.

I have more projects in mind, but it seems there are never enough hours in the day. I really enjoy the DeLorean and hope, like my wife, to keep it around for a very long time. —■



We included the DeLorean in several of our wedding photos. The first picture here shows a gift from our family. It's a heart with our names on it, that we placed on the hood.



These pictures were taken in front of an old church with a little bridge that crosses a scenic river.



The picture to the above left was taken in front of my parent's home where we prepared the car for it's role in our wedding.

The picture to the left was taken the day after the wedding. We went back to the place where the reception was, and had dinner with our friends.

Pictures from the Year



Ah, the memories...2003 has been a great year for our community. We couldn't have done it without YOU! Thanks for supporting DCS Magazine. We hope you have had a lot of fun with us this year, and we hope to see you in Pigeon Forge in 2004!



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170 Mile DeLorean For Sale!

Stored for the past 22 years, this car was taken out only for routine maintenance. This past March, the car was refurbished and is in like new condition. The fuel system, carpets, window motors, seals, rubber parts and other normal age wear items have all been replaced. This car is fully functional, and can be used as a daily driver, museum piece or concours competitor. **Call Ken at 513-470-8337**



GETTING BACK WAS ONLY THE BEGINNING...

Welly USA's new 1:24 scale die-cast DeLorean replicas of the super-customized stainless-steel beauty duplicates the car's movie glory from all three "Back to the Future" movies. Each car features an interior packed with delicate instrumentation, including the time circuits & controls and the all-important flux capacitor -- all molded to sport the unique features of the car from each of the three films. Plus, Welly has also released the 1981 DeLorean DMC-12 that started it all in its original form.

These beauties are destined to be instant collectibles -- the detail and authenticity will highly impress every "Back to the Future" fan or DeLorean enthusiast on your Christmas list. Collect all four cars today -- now available from:



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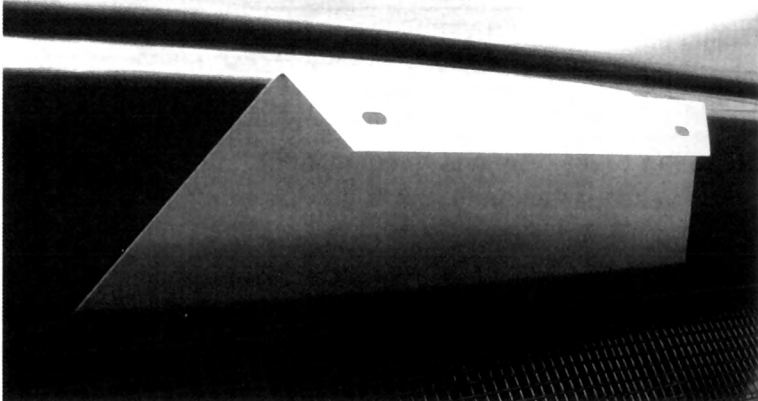
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Totally Stainless...

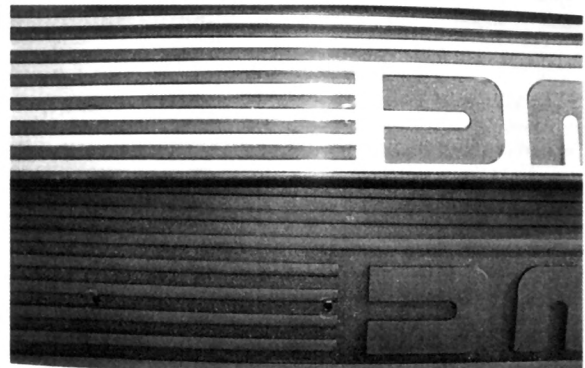
One of the greatest things about DeLoreans is their stainless steel body. The beautiful grain and luster in late afternoon sunlight is a sight to behold. Don't you ever wish the whole car were made of it? The products here will take you one step closer to stainless perfection. Many of our letter sets are made in both a standard gauge for permanent installation and a heavier gauge to resist damage if removal becomes necessary.



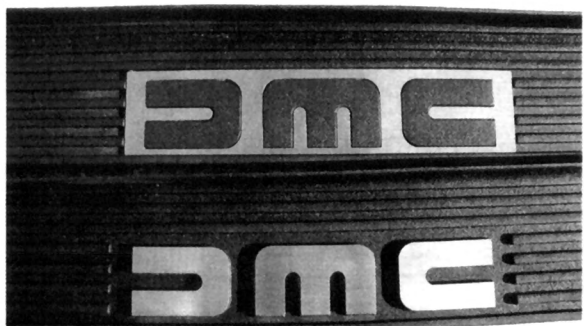
SSL5024



108025GS Stainless License bracket is grained to match DMC body. Black finish also available on request.



SSL4034 Some cars have unsightly (and unnecessary) screws securing the step plates in place. These holes may be covered with the full negative outline to hide this factory mistake while improving appearance.

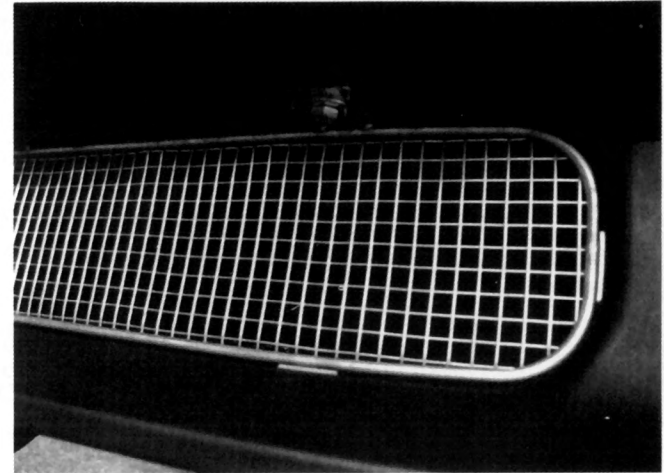


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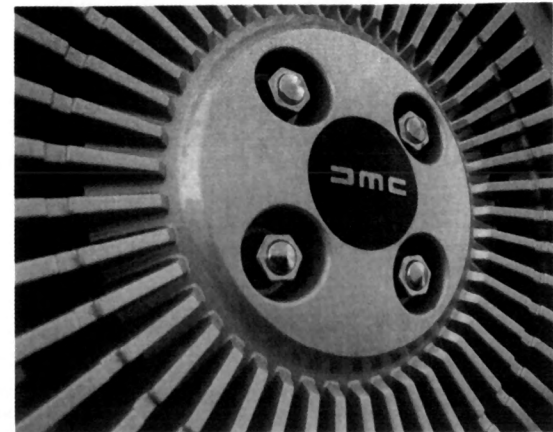


SSL100698

The complete doorsill with negative outline looks fantastic over a doorway or just about anywhere else. You don't have to own a DeLorean to appreciate its style. Makes a great gift for DeLorean lovers of all ages.



101628GS Stainless Radiator Air Screen The workmanship on this screen is outstanding. In black finish it is almost identical in appearance to stock but will last a lifetime. A must for any car needing restoration work.



SSL1024 DMC Stainless Wheel Cap Logo Set The best twenty bucks you'll ever spend on your DeLorean. These letters jump out at you and make any DMC wheel look better. Also available as wheel cap sets with letters preinstalled.

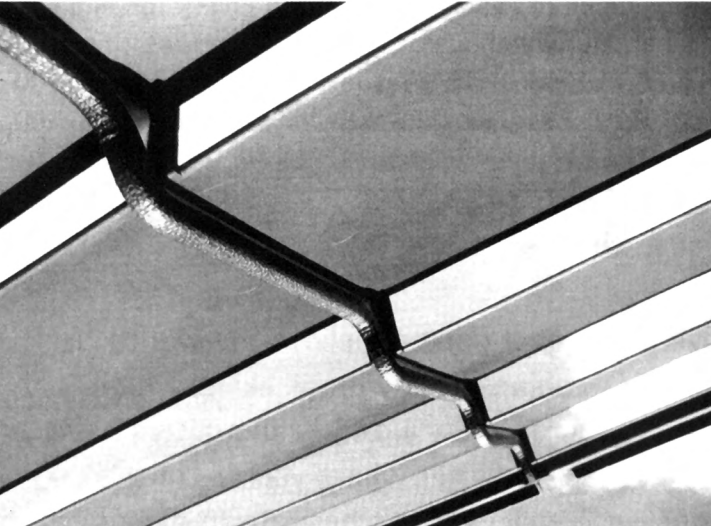


SSL4062

111184GS & 101944GS
Stainless Grained Throttle Shield & Coolant Bottle.



SSL1024	DMC Stainless Wheel Cap Logo Set .024 Gauge	\$19.50
SSL108504	DMC Stainless Logo Grey Wheel Cap Set	\$59.95
SSL108738	DMC Stainless Logo Black Wheel Cap Set	\$59.95
SSL2024	DMC Step Plate Positive Logo (Pair) .024 Gauge	\$34.95
SSL2034	DMC Step Plate Positive Logo (Pair) .034 Gauge	\$39.95
SSL3024	DMC Step Plate Negative Logo (Pair) .024 Gauge	\$34.95
SSL3034	DMC Step Plate Negative Logo (Pair) .034 Gauge	\$39.95
SSL4034	DMC Step Plate Negative Full Outline Logo (Pair) .034 Gauge	\$89.95
SSL4062	DMC Step Plate Negative Full Outline Logo (Pair) .062 Gauge	\$99.95
SSL5024	DeLorean Rear Facia Logo .024 Gauge	\$44.95
SSL5034	DeLorean Rear Facia Logo .034 Gauge	\$49.95
SSL6034	Sunshade Louvre Stainless Rib Bracket Kit	\$49.95
SSL100698	R/H Step Plate With Negative Outline	\$94.50
SSL100699	L/H Step Plate With Negative Outline	\$94.50
108025GS	Front License Bracket, Grained Stainless	\$34.50
111184GS	Throttle Shield, Grained Stainless	\$17.50
101944GS	Stainless Coolant Bottle	\$169.50
101628GS	Stainless Radiator Air Screen	\$169.50
101628GB	Stainless Black Radiator Air Screen	\$189.50
Item Below Not Shown		
108466GS	Stainless Air Screen Upper Mounting Bracket	\$12.95 Ea.
118466GS	Stainless Air Screen Upper Mounting Bracket Set of five	\$49.50
Extra discount available when purchased with air screen (call)		



SSL6034 Sunshade Louvre Stainless Rib Bracket Kit This is the only sunshade support kit that installs without tools and actually improves appearance. It even repairs center ribs that are broken. Black finish also available on request.



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